



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

YOUR MOST VALUABLE ASSET
is your eyesight.
See that it is kept on the
CREDIT SIDE IN YOUR
LEDGER OF HEALTH.
Accurate glasses will keep your
eyes fit for the daily strain
of Business.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,019

號九十九零二第

日七十二月六年戌壬

HONGKONG, SATURDAY, AUGUST 19TH, 1922.

六拜禮

號九十月八年一十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A NEW SPECIALITY

**BASS LIGHT
SPARKLING ALE
PURPLE TRIANGLE.**

Specially brewed for hot
climate. Lighter than the
well-known Red Triangle.

**CALDBECK,
MACGREGOR**

& CO., LTD.

15, QUEEN'S ROAD, CENTRAL.

TELEPHONE NO. 75.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of **ELY'S**
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
favorite powders—E. O. and SMOKE-
LESS DIAMOND.
**THE HONGKONG SPORTING ARMS
& AMMUNITION STORE.**
Nos. 5-8, Beaconsfield Arcade.

A LING & CO.

19, Queen's Road Central,
HONGKONG.

URNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and
Mirror Making.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.50 p.m. to 11.50 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.

SUNDAYS.
7.50 a.m. to 7.45 a.m.
9.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
1.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
and not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheque or Comprovis Order representing
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 18TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	Local	No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8		No. 9		No. 10		No. 11		No. 12		No. 13		No. 14		No. 15		No. 16		No. 17		No. 18		No. 19		No. 20		No. 21		No. 22		No. 23		No. 24		No. 25		No. 26		No. 27		No. 28		No. 29		No. 30		No. 31		No. 32		No. 33		No. 34		No. 35		No. 36		No. 37		No. 38		No. 39		No. 40		No. 41		No. 42		No. 43		No. 44		No. 45		No. 46		No. 47		No. 48		No. 49		No. 50		No. 51		No. 52		No. 53		No. 54		No. 55		No. 56		No. 57		No. 58		No. 59		No. 60		No. 61		No. 62		No. 63		No. 64		No. 65		No. 66		No. 67		No. 68		No. 69		No. 70		No. 71		No. 72		No. 73		No. 74		No. 75		No. 76		No. 77		No. 78		No. 79		No. 80		No. 81		No. 82		No. 83		No. 84		No. 85		No. 86		No. 87		No. 88		No. 89		No. 90		No. 91		No. 92		No. 93		No. 94		No. 95		No. 96		No. 97		No. 98		No. 99		No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local

JOHN I. THORNYCROFT AND CO., LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Basinstoke.

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.
For quotation, apply—
10, KIUKANG ROAD, SHANGHAI.



TENNIS SHOES

Made with the NEW CREPE RUBBER SOLES which are light in weight, very durable, and, being milled to a gritty texture will NOT CRACK in wear and will withstand the wear and tear on hard courts.

WE CAN NOW SHOW YOU A SPLENDID SELECTION OF TENNIS SHOES IN ALL STYLES AND SIZES.

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS.
Alexandra Building. Des Vaux Road.

TRY THIS.

A REAL SUMMER DRINK.

"CRITERION RESTAURANT RECIPE."

1 large Bottle of Bulmer's Cider, 1 small Soda, any mixed Fresh Fruit, 3 slices of Lemon, Cherries, 1 large Brandy and plenty of Ice.

Ask our Agents for a free Copy of our Booklet, "The Golden Wine of England," which gives 19 different recipes for Cider Cup.

H. P. BULMER & Co., Ltd.
HEREFORD.

AGENTS—

CARTERS,

1A, Chater Road,

Tel. 3548.

HONGKONG.

A Car for every occasion!

If you are in need of a Car and live in Hongkong, Call at 24, Des Vaux Road or Phone 482 or 3552.

If you live across the water call at 26, Nathan Road or ring K. 226.

A DRAGON MOTOR CAR

will promptly be at your Service.

There are 5 and 7 Passenger TOURING CARS of the following makes, "MARMON", "HUDSON SUPER SIX", "CHANDLER", "ESSEX" and "DODGE", and in addition, 5 Passenger SEDANS.

Every Passenger in a "DRAGON" CAR is insured against accident.

Dragon Motor Car Co., Ltd.,

HONGKONG AND KOWLOON.

FRENCH EMPIRE-BUILDERS FALL.

STORY OF THE INDUSTRIAL BANK OF CHINA.

Pernotte's (ex-Chief Director of the Banque Industrielle de Chine) condemnation follows on the disgrace and dismissal of Philippe Berthelot, once all-powerful head of the Quai d'Orsay, who was implicated in the same sensational affair, writes the Paris correspondent of the *Manchester Guardian*. He goes on to say:—On a somewhat smaller scale the rise and downfall of the "blackleg bank," as its numerous enemies called it, has the interest and even more certainly the historical and political importance of the affair of Panama.

Two years ago Pernotte was the bright comet of Parisian finance. Almost unaided, in the teeth of the opposition of foreign finance and still more of an enormously rich semi-State bank of his own nationality entrenched on the spot, he had succeeded in eight years, in spite of the war, in founding a bank in the Far East which held in its possession the key-stone to the financial future of the Chinese Republic. He was almost unknown at first in his own country. He was of modest means, and had no family or political connections. In 1910 the B.I.C. paid 11 per cent. dividend, 10,000 new clients were added to its business every six months, and its activity was such that one branch, that of Saigon, carried on by itself two-thirds of the exportation from that port.

THE RISE OF AN "EMPIRE-BUILDER."

Pernotte, who thus ends a great career, is what we should call an empire-builder. He himself claimed to be a disciple of Cecil Rhodes. He went in his youth to China, travelled everywhere, made friends with Yuan Shih Kai, and saw the enormous future which that vast country is bound to have. As late as 1900 foreign banking in China was in the hands mainly of the English. Germany was only starting to take a share; Japan was not yet interested; America was occupied with her own affairs. The Belgians were the only serious rivals of the English.

France was represented by the Bank of Indo-China, a cautious monopoly bank which made most of its vast profits (on an average 50 per cent. per annum on the original shares) out of the privilege of issuing banknotes in Indo-China and was not anxious to do any business which would mean risk and trouble. After the Boxer rising this bank had established two or three branches in China purely as a favour to the French Cabinet of the time. Pernotte dreamed of changing all this, and by his personal influence with Yuan, to obtain for his country and himself a preponderant share in the financing of the new China.

Tobacco, which Yuan Shih Kai offered to Pernotte as a pledge for two great loans, one of 150 million francs for the municipality of Peking and the creation of an inland port at Pukow, and the other 600 millions of francs for the construction of railways to join the southern province of Szechuan to the sea—2,000 kilometres of line opening up a province of 100,000,000 of inhabitants crowded into an area roughly equal to that of France, and without any other communication but the rapid-infected river and land roads with the outside world.

Pernotte went with this colossal concession back to Paris to try his fortune. He found a ready ear in the Ministry of Foreign Affairs, and on July 14th, 1913, the charter for the Industrial Bank of China was granted. The Chinese Government had not stopped at the open-handed gift of one of the most juicy concessions in history. Anxious to create a counterweight to the Consortium, which had arisen and seemed destined to act as its master, it agreed to take up 15,000,000 francs in the first issue of the new bank. Pernotte at his trial related his trouble in finding the remaining two-thirds of this first issue of capital.

The Banque de l'Indo-Chine, thus threatened in its monopoly of the Far Eastern field on which in the future its profitable privilege of banknote emission for the French colonies would depend, pulled strings with such effect that some of the big banks would look at Pernotte's proposals. He was forced to go for most of his capital to the open market. Here he was fully successful. The bank was launched, and branches opened at Shanghai and Paris in September, 1913.

THE POST-WAR TRADE BOOM.

The war stopped work on the main lines laid down at the foundation of the bank. Pernotte got himself sent to China, and had some influence in the decision taken by China to come into the war on the side of the Allies. It was not, however, until 1919 that the bank began to get into its stride. Branches were opened everywhere, even in Rotterdam, New York, and London. Leaving for the moment the exploitation of the two concessions, difficult owing to internal troubles of the country, Pernotte plunged into the frenzied finance of the post-war trade boom. The new bank was willing to finance any exporter that wished to do business. Millions were advanced to a great French shipping company. Loans were given with an open-handed liberality which appalled the older banks and madened the rival Banque d'Indo-Chine, which saw its young rival growing like the fairy beanstalk.

To get business Pernotte did not hesitate to give 6 and 7 per cent. to depositors. His capital was increased to 75 millions of francs. The Industrial Bank of China held money on deposit in the spring of 1920 to the tune of one billion francs. The Chinese Government found means to encourage this "outside" bank (for a long time not even admitted to the clearing-house at Peking), which stood outside the menacing Consortium.

Meanwhile, the idea of the great Chinese Reconstruction Loan had not been dropped. The war ended, the Germans had dropped out. The remaining members of the Consortium met in conference in New York in the autumn of 1920. There, says Pernotte, "they took stock of the position and discovered that the only free tax practicable and easy, that of alcohol and tobacco, the keystone of the vault of Chinese finance, was in the hands of the Interloper. Either it was necessary to come to terms with the Banque de Chine or crush it."

THE STUMP.

But, as a matter of fact, at that moment a simple third course was open to them. It was to let Pernotte's bank live. In the short months since the spring of 1920 the great slump had occurred. Goods which had been ordered and pledged on easy terms by the pirate bank had dropped nine-tenths of their value. Ships and factories, pledged as securities, had shrivelled in value, and sinister rumours on the situation of the bank had already caused uneasiness among the depositors. The billion of deposits had begun to shrink. The China deposits had begun to shrink. The trade by reason of the long delays between order and delivery, and the difficulties of the silver exchange, was in the main path of the cyclone of world trade depression, and—the audacious B.I.C. too young to have roots far-flung and over developed, felt the full force of the blast. Pernotte, in his evidence before the Commission of Inquiry, attributed the actual coup de grace to the London bankers, who, on January 7th, 1921, seized all the money on deposit belonging to the B.I.C. against loans made by them to her. His London branch was obliged to advise the Chinese branches that they must shift for themselves. The outlook was black, but not wholly desperate.

ENTER THE BERTHELOTS.

It is at this point that Philippe Berthelot comes on the scene. His brother, a senator, sharing with him one of the most illustrious names in the Republic, was the figure-head of the B.I.C. Both had been granted large sums of money, says the accusation, as part of the Government's policy to build up connections in the great world. Berthelot, in fact, was one of the real rulers of France. Ludicrously badly paid, extremely extravagant, with, in any case, a great position to keep up, he had taken advantage of the convenient loans placed at his disposal by the adventurous Pernotte. Sure to be dragged down in the approaching ruin, the least he could do for himself, for his brother, and for his own foreign policy in the Far East was to make a last effort to save the bank out in China, where the branches, without funds, were bluffing their way through the storm. He telegraphed to the French Minister at Peking in such terms that the latter took it to mean that the French Government were standing behind the B.I.C. At the same time he cabled to America requesting the French High Commissioner, Casenave, to use his weight with the American banks to stop them from following the example of Lombard Street.

Pernotte on his side made a last effort. He induced the Chinese Government, which still clung with Oriental tenacity to its idea of an independent bank outside the consortium, to back him again, first with a small sum of money, later with 500,000,000 francs pledged on the still free stamp duties. While it was being discussed whether this sum should be accepted, or rather whether it should be discounted or not by the French Government, Pernotte turned to the Paris bankers. These insisted on his bitter enemy, the Banque d'Indo-Chine, coming in in any salvage scheme. Pernotte was forced to accept. The first measure of the salvage group was to demand the resignation of Pernotte, which he gave. With his departure the whole thing was hopeless. "Every wheel of the machine had been built by me, and I alone knew it through and through," he declared.

The Chinese offer was turned down. The reason for this is not clear, unless Pernotte's own explanation, that M. Doumer, Minister of Finance, and his successor were personally interested in the Banque d'Indo-Chine, is to be accepted. The offer seems to have been a genuine one, and would have been a great diplomatic advantage for France. It may be, as Pernotte says, that the connection between the Inspection des Finances, a body of French financial experts, and some banks, particularly that of Indo-China, is extremely close. His finance in France is a jungle through which only the natives know the paths. Refused the offer was, in its first form.

Political enemies of Berthelot, the Royalist, "Action Française" (at their head), eager for a chance to discredit the Republic in so great a representative as Berthelot, threw themselves into the tangle. The fated Berthelot cables were treacherously sold to a newspaper of the Right (*Echo de Paris*), and violent scenes occurred in Parliament. M. Briand, on the eve of his voyage to Cannes, was forced to suspend Berthelot. His own fall followed, and then the grim scene in the committee room of the Quai d'Orsay, where the "Treaty-maker," the "Prince of the Republic," Philippe Berthelot, was dismissed by M. Poincaré. Now Pernotte has come to his even more disastrous fate. One wonders what will happen to his Chinese concessions.

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—is at your service. They have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—ADVA.

THE CHINA FIRE INSURANCE CO., LTD.

An extraordinary general meeting of the China Fire Insurance Co., Ltd., was held at Queen's Buildings, yesterday morning. Mr. W. L. Pattenden presided and there were also present: Hon. Mr. A. O. Lang, Mr. G. M. Dodwell, Mr. G. M. Young (directors), Hon. Mr. Montague Ede (general manager), and the following shareholders:—Messrs. P. Lauder, L. F. Townsend, W. B. Mansfield, J. W. Alabaster, A. E. S. Alves, P. M. Hodgson, B. M. C. Cunha, V. L. Remedios, V. R. Ribeiro, Mr. A. R. Souza, J. Gardner, A. C. Hay, A. H. K. Cobb, A. C. Hay and J. Bentley.

The Chairman said:—Gentlemen, your directors have had in mind for some time and think it is desirable to bring the Society's articles of association up-to-date and to consolidate the various alterations and amendments that have from time to time taken place.

You will recollect that in 1917 the Society's memorandum of association was altered under which the scope of the objects of the Society were considerably enlarged. The present articles are dated 1903 and since that date, 15 years ago, several alterations and amendments have taken place in the articles themselves, and in the requirements under the Companies Ordinances of this Colony, rendering the present articles of association not only out of date but in many cases inadequate. The present articles of association have accordingly been re-drafted, re-worded and clarified, but the alterations do not invest the Society with further powers of any importance other than would be first subject to your approval or otherwise in meeting, but the machinery for carrying out and exercising the powers already has more effective. The present articles and the new articles have been open to inspection to all shareholders at head office, as stated in the notice convening the meeting, since the 8th July, and all shareholders outside the Colony have been given notice of the resolution you have just heard read, with ample opportunity of inspecting the articles at the Society's various branches and agencies, and, as your directors anticipated, no objections have been received.

With these remarks, I propose the following resolution:—

"That the new Articles already approved by the meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

After this has been seconded, I shall be pleased to answer any questions to the best of my ability.

The motion was seconded by Mr. DA CRUNA and carried unanimously.

This concluded the business before the meeting.

COMPANY MEETINGS.

UNION INSURANCE SOCIETY OF CANTON.

An extraordinary general meeting of the Union Insurance Society of Canton was held at Queen's Buildings, yesterday morning. Mr. W. L. Pattenden presided and there were also present: the Hon. Mr. A. O. Lang, Mr. G. M. Dodwell, Mr. G. M. Young (directors), Hon. Mr. Montague Ede (general manager), and the following shareholders:—Messrs. W. E. L. Shenton, P. Lauder, R. A. Distur, L. F. Townsend, H. B. L. Dowbiggin, W. B. Mansfield, J. W. Alabaster, A. E. S. Alves, P. M. Hodgson, B. M. C. Cunha, V. L. Remedios, V. R. Ribeiro, Mr. A. R. Souza, J. Gardner, A. H. K. Cobb, A. C. Hay and J. Bentley.

The Chairman said:—Gentlemen, your directors have had in mind for some time and think it is desirable to bring the Society's articles of association up-to-date and to consolidate the various alterations and amendments that have from time to time taken place.

You will recollect that in 1917 the Society's memorandum of association was altered under which the scope of the objects of the Society were considerably enlarged. The present articles are dated 1903 and since that date, 15 years ago, several alterations and amendments have taken place in the articles themselves, and in the requirements under the Companies Ordinances of this Colony, rendering the present articles of association not only out of date but in many cases inadequate. The present articles of association have accordingly been re-drafted, re-worded and clarified, but the alterations do not invest the Society with further powers of any importance other than would be first subject to your approval or otherwise in meeting, but the machinery for carrying out and exercising the powers already has more effective. The present articles and the new articles have been open to inspection to all shareholders at head office, as stated in the notice convening the meeting, since the 8th July, and all shareholders outside the Colony have been given notice of the resolution you have just heard read, with ample opportunity of inspecting the articles at the Society's various branches and agencies, and, as your directors anticipated, no objections have been received.

With these remarks, I propose the following resolution:—

"That the new Articles already approved by the meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

After this has been seconded, I shall be pleased to answer any questions to the best of my ability.

The proposal was seconded by Mr. W. E. L. Shenton and carried unanimously.

This was all the business before the meeting.

BRITISH TRADERS' INSURANCE CO., LTD.

An extraordinary general meeting of the British Traders' Insurance Co., Ltd., was held at Queen's Buildings, yesterday morning. Mr. W. L. Pattenden presided and there were also present: the Hon. Mr. A. O. Lang, Mr. G. M. Dodwell, Mr. G. M. Young (directors), Hon. Mr. Montague Ede (general manager), and the following shareholders:—Messrs. P. Lauder, L. F. Townsend, W. B. Mansfield, J. W. Alabaster, A. E. S. Alves, P. M. Hodgson, B. M. C. Cunha, V. L. Remedios, V. R. Ribeiro, Mr. A. R. Souza, J. Gardner, A. H. K. Cobb, A. C. Hay and J. Bentley.

The Chairman said:—Gentlemen, your directors have had in mind for some time and think it is desirable to bring the Society's articles of association up-to-date and to consolidate the various alterations and amendments that have from time to time taken place.

You will recollect that in 1917 the Society's memorandum of association was altered under which the scope of the objects of the Society were considerably enlarged. The present articles are dated 1903 and since that date, 15 years ago, several alterations and amendments have taken place in the articles themselves, and in the requirements under the Companies Ordinances of this Colony, rendering the present articles of association not only out of date but in many cases inadequate. The present articles of association have accordingly been re-drafted, re-worded and clarified, but the alterations do not invest the Society with further powers of any importance other than would be first subject to your approval or otherwise in meeting, but the machinery for carrying out and exercising the powers already has more effective. The present articles and the new articles have been open to inspection to all shareholders at head office, as stated in the notice convening the meeting, since the 8th July, and all shareholders outside the Colony have been given notice of the resolution you have just heard read, with ample opportunity of inspecting the articles at the Society's various branches and agencies, and, as your directors anticipated, no objections have been received.

With these remarks, I propose the following resolution:—

"That the new Articles already approved by the meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

After this has been seconded, I shall be pleased to answer any questions to the best of my ability.

The motion was seconded by Mr. DA CRUNA and carried unanimously.

This concluded the business before the meeting.

THE CHINA FIRE INSURANCE CO., LTD.

An extraordinary general meeting of the China Fire Insurance Co., Ltd., was held at Queen's Buildings, yesterday morning. Mr. W. L. Pattenden presided and there were also present: Hon. Mr. A. O. Lang, Mr. G. M. Dodwell, Mr. G. M. Young (directors), Hon. Mr. Montague Ede (general manager), and the following shareholders:—Messrs. P. Lauder, L. F. Townsend, W. B. Mansfield, J. W. Alabaster, A. E. S. Alves, P. M. Hodgson, B. M. C. Cunha, V. L. Remedios, V. R. Ribeiro, Mr. A. R. Souza, J. Gardner, A. C. Hay, A. H. K. Cobb, A. C. Hay and J. Bentley.

The Chairman said:—Gentlemen, your directors have had in mind for some time and think it is desirable to bring the Society's articles of association up-to-date and to consolidate the various alterations and amendments that have from time to time taken place.

You will recollect that in 1917 the Society's memorandum of association was altered under which the scope of the objects of the Society were considerably enlarged. The present articles are dated 1903 and since that date, 15 years ago, several alterations and amendments have taken place in the articles themselves, and in the requirements under the Companies Ordinances of this Colony, rendering the present articles of association not only out of date but in many cases inadequate. The present articles of association have accordingly been re-drafted, re-worded and clarified, but the alterations do not invest the Society with further powers of any importance other than would be first subject to your approval or otherwise in meeting, but the machinery for carrying out and exercising the powers already has more effective. The present articles and the new articles have been open to inspection to all shareholders at head office, as stated in the notice convening the meeting, since the 8th July, and all shareholders outside the Colony have been given notice of the resolution you have just heard read, with ample opportunity of inspecting the articles at the Society's various branches and agencies, and, as your directors anticipated, no objections have been received.

With these remarks, I propose the following resolution:—

"That the new Articles already approved by the meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

After this has been seconded, I shall be pleased to answer any questions to the best of my ability.

The proposal was seconded by Mr. A. C. HAY and carried unanimously.

(Continued at foot of next column.)

MOTOR BUS SERVICES IN SHANGHAI.

A COMPREHENSIVE SYSTEM TO BE PLANNED.

Motor bus services are under consideration by the Shanghai Municipal Council.

It is pointed out in the *Shanghai Gazette* that under present conditions each application for permission to run a motor omnibus service is considered on its merits without any regard to its bearing on any comprehensive motor bus system, i.e., the application is considered from the point of view of the particular route concerned rather than from the point of view of such route as a component part of a bus system serving the whole Settlement and municipal roads outside the Settlement; and that if this policy is continued the Settlement and municipal roads outside will in due course be served by a conglomeration of short route services covering only the most paying sections of roadway, since naturally the promoters of such services will pick routes that pay best and leave others alone. The result, it is suggested, will be inefficient service and intensification of present traffic congestion and difficulties, and it is submitted that it is of the utmost importance that the whole of the Settlement and outside Settlement roads should be carefully studied as soon as possible with a view to mapping out a definite system of motor bus routes to cover the whole and that as soon as such routes have been mapped out, publicity should be given to the fact that the Council is prepared to license buses covering such routes at the licence fees stated and calling for applications.

As a preliminary a large scale plan has been prepared showing the Settlement and outside Settlement road system with road widths marked thereon and the complete rail and railroad tram system present and contemplated also shown, and members now concur that a special meeting of the Council should be held on Tuesday next with the Commissioners of Police and Public Works in attendance and that a decision should then be reached as to the road on which the Council will be prepared to allow motor buses subject always to the stipulation that no service will be permitted until the road surface is pronounced by the Commissioner of Public Works to be suitable.

Following such meeting the Commissioner of Police will be called upon to prepare a schedule of bus routes designed to cover the whole of the approved roads, having regard to traffic requirements. This schedule will later be submitted to the Council for approval and for the fixing of the route mile licence fee to be paid in respect of each particular route in addition to the licence fee of T10. 100 per quarter per motor bus provided for in the licensing schedule approved at the last meeting of ratepayers.

SHANGHAI WATER SUPPLY.

MUNICIPAL OWNERSHIP APPROVED.

The *Shanghai Municipal Gazette* says:—Members have noted that, at its meeting on Monday, July 31st, the Special Waterworks Committee unanimously recorded approval of the principle of municipal ownership of the water supply and that in recording such approval the Committee confined itself to matters of principle and did not concern itself in any way with financial considerations, which were considered by it to be a matter for the Council's concern.

Under these circumstances and having regard to the fact that the Waterworks Company is pressing for a decision in the matter, it is suggested that, instead of waiting for the Committee's formal report and the decision of the Ratepayers, to whom the report would have to be submitted in terms of the resolution authorizing the appointment of the Committee, the Secretary should now draft a letter to the Company apprising them of the conclusion reached by the Committee and inviting negotiations with a view to the sale of the Company's water supply undertaking, and this, of necessity, without formal exercise for the present of the powers of compulsory purchase vested in the Council by the Waterworks Agreement of 1905.

The Chairman said:—Gentlemen, the resolution you have just heard read and which I shall shortly propose is the result of your directors' desire not only to bring the articles of association of this Company into line with those of its allied Companies, the Union Insurance Society of Canton, Ltd., and the British Traders' Insurance Co., Ltd., but to bring them up-to-date. The present articles were drafted in 1914, and since then amendments have from time to time taken place as also in the Companies Ordinances of the Colony rendering it desirable that these articles should be re-cast. The present articles and the new articles have been open to inspection to all shareholders at head office, as stated in the notice convening the meeting, since the 8th July, and all shareholders outside the Colony have been given notice of this meeting and of the resolution, with ample opportunity of inspecting the articles at the Company's various branches and agencies, and, as your directors anticipated, no objections have been received.

With these remarks, I propose the following resolution:—

"That the new Articles already approved by the meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

After this has been seconded, I shall be pleased to answer any questions to the best of my ability.

The proposal was seconded by Mr. A. C. HAY and carried unanimously.

(Continued at foot of next column.)

DEFINING "EXCHANGE BROKERS."

LAWYERS FIND IT DIFFICULT.

"CONDUIT PIPES" OR "COMMUNICATING CHANNELS."

It became apparent in the course of the exchange contract action before the Puisseau Judge, yesterday afternoon, that exchange brokers are in a somewhat undefinable position, legally, and counsel found it difficult to express in words what is their exact legal status.

The Bank of Canton are suing the British Chinese Trading Company in connection with exchange contracts now repudiated by the firm. The bank claims that the firm's manager, Xavier, was held out as authorised to arrange exchange contracts and that this was borne out by the fact that other exchange contracts made by him had been accepted by the firm.

The firm pleaded a letter to the Bank in which Xavier's authority was definitely limited, and it was also admitted that the sub-manager of the Bank had seen Xavier's contract of employment, which contained a limited clause.

It was also shown in evidence that neither firm nor bank sign an exchange contract; a broker acts as intermediary and he does not necessarily disclose to the bank who it was for him in motion, whether a person authorised to do so or not.

Yesterday afternoon, Mr. F. C. Jenkin, for the Bank, continued his reply to the submission of the defence that there was no case to answer. He urged that the proprietor of the firm, who knew that a broker would act in these matters, never acquainted the broker employed by the firm with the limitation of Xavier's authority.

THE BROKER AS "AGENT" (QUALIFIED).

As to the position of the broker, Mr. Jenkin said: "The broker leaves the firm as the firm's agent and proceeds to the bank where he indicates the offer which he has received from the firm. He leaves the bank as the bank's agent and he returns to the firm and as the bank's agent, indicates the rate at which the bank will effect the business. On the firm accepting, the broker, as the mutual agent of both parties, concludes the contract. Under usage, trust and confidence is reposed by all three in one another."

Mr. Jenkin quoted from Halsbury that a firm cannot put a private limitation on the authority of its manager, and asked, Had the bank notice that ostensible authority did not exist? The letter of the firm to the bank did not mention exchange contracts; it merely said that Xavier could not sign for the firm, documents that would bind them.

The Judge: I think the position is that Xavier was undoubtedly before the bank from the beginning obviously with limited authority. Mr. Sassoon said that if the letter sent to the bank had been shown to him he would have ceased to deal in exchange contracts with Xavier.

Mr. Eldon Potter, replying to Mr. Jenkin's argument, urged that it would be grotesque if Xavier, who could not pledge the firm for \$101 under the Sale of Goods Act, could pledge their credit for a quarter of a million dollars—the amount involved in the case—on exchange contracts.

ANYTHING BUT "AGENTS."

Coming to the position of the broker, Mr. Potter continued, "I think the brokers of this Colony will bitterly regret having given evidence in this case if your Lordship finds that they are agents. It is the last thing they admit they are, anything but an agent. On the evidence, an exchange broker in Hongkong is not an agent, in law, for either party."

The Judge: At any stage?

Mr. Potter: At any stage.

The Judge: He is an "agent to sign."

Mr. Potter: No, an exchange contract does not require any signature, although the broker signs, as a matter of fact, to keep track of documents.

The Judge: He is not in fact an agent; he is merely a recording agent.

IMPORTANT AND USEFUL, BUT DIFFICULT TO DEFINE.

Mr. Potter: It is difficult to frame suitable terms to describe exchange brokers. I have no doubt they all perform a most useful and important function in this Colony; they keep in touch with the exchange market. I do not venture to describe them in particular words, but I give them this negative description, they are not agents for the bank in the sense Mr. Jenkin asks you to find, or agents for the customer either. Their position, on the evidence, is that they merely communicate an offer to sell to the bank—gold dollars to the Bank of Canton, in this case. They come from the merchants and communicate the offer to the bank to sell, which the bank may or may not accept. If the bank manager says "Yes, I accept," the contract is complete and it does not require a single act on the part of the broker. I carry it very much further: we have it in evidence, from Mr. Sassoon and the other brokers called, that they are not concerned to protect either of their principals, to inquire into the authority of the men instructing them, or who the man instructing them is; that is a matter for the bank entirely, whether it will accept an

(Continued at foot of next column.)

KOWLOON RESIDENTS' ASSOCIATION.

At recent Committee meetings of the Kowloon Residents' Association, several interesting matters have come up for consideration and action.

STREET NUISANCES.

With regard to street nuisances, committed by ricksha coolies and others, on which the Committee had been approached and regarding which a letter had been addressed to the Government pointing out the lack of public latrine accommodation, a letter was received stating that the Government had instructed the Police to prosecute offenders and that the question of additional latrines was being considered.

THE CHILDREN'S PLAYGROUND.

The condition of the playing equipment at the Children's Playground, in Chatham Road, having become dangerous, the Committee approached the Public Works Department as a result of which renewals of the "tackle" had been effected and the equipment now made safe. The Department had also promised to improve the condition of the ground around the swings, etc.

KOWLOON'S NEEDS.

A lengthy communication has also been addressed to the Government in connection with the Budget for 1923, which is shortly due to come before the Legislative Council for approval. The Committee has drawn the Government's attention to the following:—Need for more public conveniences; the desirability of the better lighting of the public pier; the need for general improvements in the Children's Playground so that more covered accommodation can be given in sunny or rainy weather; the lack of public recreation facilities and the desirability of providing more; and the very much felt want of better bathing facilities. In this last-named connection it has been pointed out to the Government that although Kowloon is bounded on three sides by the harbour there is no opportunity for residents to bathe, except by taking a launch trip. With regard to other improvement schemes, for which the spending of public money has already been sanctioned, the Committee has expressed the hope that the carrying out of the work (including, as that does, the Kowloon Hospital) will be as expeditious as possible.

During the period under review a circular letter has been addressed to many Kowloon residents, not already members of the Association, urging them to join. As the result of this circular there has been a gratifying increase in membership.

order from a certain firm or not. The bank, in other words, has got to protect itself. How can you say that a man who acts in that capacity is, in law, an agent; he is under no liability or duty to either party. He is a person who does nothing more than communicate to one party the fact that another party is ready and willing to sell or buy a certain thing. For the purpose of recording that transaction, the broker puts his name to two bits of paper, neither of which have the effect of imposing any liability on the broker himself. Provided he does this without a mistake he is not liable. I will leave it to your Lordship to devise the proper description of an exchange broker in Hongkong; I would rather it came from the Bench. At any rate, they are not agents.

MR. JENKIN QUALIFIES "AGENT."

Mr. Jenkin: I do not suggest that they are.

Mr. Potter: I think that admission would put you entirely out of Court.

The Judge (to Mr. Jenkin): I understood you to say "an agent for the firm and the bank."

Mr. Jenkin: I have the same difficulty as my friend in finding language to describe properly the operations carried out by these gentlemen. I called them, in a portion of my speech, "runners."

A SUGGESTION FROM THE BENCH.

The Judge suggested "channels of communication."

Mr. Jenkin: That is a very appropriate description.

The Judge: Their function is to convey correct information and if they do not they are liable for breach of contract.

Mr. Potter: They may be.

Mr. Jenkin explained that, in using the word "agent," he did not mean "agents who are liable in any shape or form."

The Judge: I understood you did.

Mr. Jenkin: They are conduit pipes, or communicating channels, solely.

The Judge remarked that one could not make "a representation" (quoting the language of the pleadings) through a "communicating channel."

Mr. Potter: That is my whole point. It is one of our arguments that a broker is not an agent. The bank makes up its mind whether it will or will not deal with a certain firm; it is not part of the broker's duty to communicate to the bank that a certain person, he believes, has got authority. How can you say, "These exchange contracts were made on the faith of those representations?" The broker makes none. I think their whole case goes, on their admission that brokers are not agents.

As it was then nearly five o'clock the Puisseau Judge announced that he would adjourn the case without fixing a date.

If he decided to call on the defence he would not give reasons at any great length, but if he decided in favour of the plea of the defence that there was no case to answer he would give a written decision.

(Continued at foot of next column.)

LOCAL CHINESE PRESS COMMENT.

THE WATER QUESTION.

The Wah Tat says that the Chinese public is unaware of the conditions under which water-meters will be installed. The meetings held at the Tung Wah Hospital and the Chinese Chamber of Commerce were fruitless inasmuch as the only result attained was an announcement from the S.C.A. that the Government had decided to install meters. It would be futile to convene a meeting of Kaitongs after the system had been put into operation although the Kaitongs can correctly reflect the people's opinion, their expressions would be of no avail when it is too late. The installation of meters will not affect the present shortage. The public is more interested in plans to relieve the shortage than the question of meters. That the poorer classes have to wait two hours in a queue to obtain a pail of water from a street-fountain is evidence of the distress. The suggestion to sink wells has met with disfavour and nothing has been heard of plans to procure water from outside sources. Are there any other schemes, hitherto unknown, to increase the water-supply? If there should be substantial rains, will our immediate requirements be provided for? What steps are being taken to safeguard against future shortages?

The idea of using meters is not new and we should be grateful to the Chinese members of the Legislative Council for their opposition to the scheme. We feel confident that the present representatives have the interest of the public at heart, and it would be difficult to differentiate between the respective abilities of the present members and their predecessors.

At the Chinese Chamber of Commerce meeting, Mr. Chow Shou Son said that a representative "had every chance of having his family possessions confiscated and very little hope of a notification relative to promotion," this being an old Chinese saying describing an unenviable task. We appreciate the difficulties confronting the post, but one who accepts a public appointment must be prepared to expend his energy and be adamant to adverse criticism. When Mr. Lau Chi Pak served on the Legislative Council he was continually attacked and ill-spoken of. Now that he has died, he is sympathised with because of the unfair treatment he received from his nationals. Messrs. Chow and Ng should not be discouraged—and they have no reason to feel discouraged—but they should bear in mind that they are the mouthpiece of 500,000 Chinese and are the only two Chinese who are authorised to voice their opinions on the Council. There is no intention to speak ungraciously of our representatives. We are only attempting to inform them about public opinion to enable them to be in a better position to look after our welfare. As the Government wishes to install the meter-system first and then permit the Kaitongs to hold a meeting to discuss the question, the community is exhorted to be calm and patiently await developments.

WHO IS TO BE KWANGTUNG'S CIVIL GOVERNOR.

The Chinese Commercial News discusses the proposed appointment of Kwangtung's Civil Governor and suggests what should be done to bring about a speedy settlement of this question. It says that definite news has been expected during the last few days. For two months, various candidates have been put forward but still Kwangtung has no civil administration. Ngai Bong Ping and Tong Ting Kwong have fallen into the background and interest is now centred around Tang Shao Yi. The Kwangtung Army spared no efforts to retain the control of the Province and Chen Chiung Ming is their leader. Military power is, undoubtedly, the all-important factor and the faction responsible for causing the present situation is the only party that can bring about a settlement. It must be agreed that Chen is the man who can keep order, but he has persistently refused to take the position. At no other time has the domination of the military been more in evidence. (Civil Governors are almost the private property of the militarists; they are more galleys, like to mannikins, whose movements are subject to the manipulations of the operator.) It is unlikely that anybody would be keen to work under such conditions. Chen inspired the movement to oust Sun and brought about the crisis. As he had the strength to begin he should have the strength to finish, but he refuses his responsibilities and vaguely points to the "east and south." If he is sincere, he should give adequate guarantees that the military leaders will not interfere with the civil administration, and Tang Shao Yi, whom the people favour, will take up the post. With the Provincial Assembly electing the official appointment and the Kwangtung Army giving assurances that it agrees to the strict separation of military and civil control, all obstacles to Tang's acceptance will be removed. It may be argued that if Tang decides to re-enter politics, he would accept the Premiership at Peking in preference, but it will be recalled that Tang is not in agreement with Wu Pei Fu and he has also announced that he will refrain from going to Peking till the Republic is actually united.

(Continued at foot of next column.)

UP-TO-DATE FERRY SERVICE.

EXTENSIVE SCHEME UNDER CONSIDERATION BY THE HONGKONG GOVERNMENT.

Plans for a new and up-to-date ferry service across the harbour are under the consideration of the Government, and it is just possible that in the coming year we may see important developments in this direction.

The suggested developments include the building of piers both at Hongkong and Kowloon, suitable for accommodating large ferry steamers capable of carrying both passengers and wheeled traffic. The piers and ferries would be similar to those in use in London, Liverpool and New York.

The Government have in mind two very suitable sites for the proposed piers. On the Hongkong side the site is that now occupied by the small wharf opposite Jubilee Street, just beyond the Yaumati Ferry Wharf, which, up to recently was used by the Yaumati Ferry Company while the Company's present ferry wharf was in the course of re-building. The site likely to be chosen on the mainland, should the scheme materialise, is the terminus of Jordan Road, a little to the Kowloon side of the Yaumati Typhoon Shelter, where there is a good depth of water and plenty of shelter.

Both these sites are within easy reach by the European population on either side of the water. The Hongkong site is about 200 yards to the West of Blake Pier, whilst the Kowloon site is not far from Nathan Road; Jordan Road crosses Nathan Road where Saifai Terrace stands and runs on ward at the back of the Kowloon Cricket Ground, until it connects up with Gascoyne Road, which in its turn connects up with Chatham Road. Thus, Jordan Road is an important artery for feeding the whole of the European districts in Kowloon and is also central for the Chinese community at Yaumati and further on. In this connection the mooted tramway scheme for Kowloon and district would probably be brought into operation with Jordan Road as one of its main termini.

The ferry boats are to be large and fast and a regular service would be maintained. The piers would be so built that motor cars could be run straight on to the pier and from thence on to the boat by means of floating platforms.

Approached yesterday on the subject, Mr. A. G. M. Fletcher, C.M.G., Colonial Secretary, said that nothing definite as yet had been decided upon, but the scheme was receiving very close attention. The proposed service would have nothing to do with the Star Ferry service, which has its work cut out in coping with present traffic. The Colony was in need of a modern fast service such as was to be seen in any of the big ports at Home, and the rapid growth of the Colony would provide plenty of scope for the two services.

TRAMCARS STONED.

YOUTH ORDERED TO BE BIRCHED.

Mr. Macnamara appeared for the Hongkong Tramway Company, yesterday, before the Magistrate, and asked Mr. Lindell to administer heavy punishment in the case of a youth, who was charged with throwing stones at a tramcar and breaking a window shutter. The offence had become all too common in the Shaukiwan district, said Mr. Macnamara. It was not merely a matter of mischievous pranks on the part of juveniles but they had even gone to the extent of stealing the side chains from the cars. The defendant gave his age as 18 years and said the stones he threw were directed at small boys who were committing the offence in question.

The Magistrate refused to believe that the boy's age was 18. "I take it you are 16, instead of 18," queried his Worship. The youth smiled assent, whereupon Mr. Lindell added "You will be sentenced to 12 strokes, and I hope it will hurt you."

THE CHINESE NAVY.

The Tung Wah says that one of Chen Chiung Ming's first duties now that he has returned to Canton is to arrange for the Northern Cruiser Squadron to go North. It reminds the public that the Navy originally came to Kwangtung to uphold the Constitution; now that this has been attained there is no object in its remaining south. The Navy is a national arm and cannot be included in the defences of the Province. Neither should it be used to exploit the aim of any one faction. Although all the vessels did not participate in the bombardment of Canton, the Cantonese have had practical evidence of the harm that may be done them by their harbouring and maintaining a Navy in their waters. This may not be the only instance of a few misguided men taking it into their heads to terrorise the people responsible for the upkeep of the Navy and there is every reason to believe that should there be another crisis in Kwangtung, the Navy will favour the overtures of propagandists who wish to utilise their services. Moreover, Kwangtung has no surplus of revenue to squander on the pay of an arm that should be supported by the whole country. (M.B.—The Kwangtung Government gave an undertaking to appropriate \$100,000 monthly from the Provincial revenues for the pay of the officers and crews.) As the Navy leaders have announced that they will support the re-unification movement they should give practical proof of their sincerity by returning with the ships to the bases in the North.

THE BURBERRY



THE BURBERRY INSPIRES A FINE SENSE OF SECURITY—A FEELING OF COMPLETE INDIFFERENCE TO PREVAILING WEATHER CONDITIONS.

IF ITS WET

THE BURBERRY, WOVEN, PROOFED AND MADE BY BURBERRYS, KEEPS ITS WEARER HEALTHFULLY DRY AND COMFORTABLE IN THE HEAVIEST RAIN.

IF ITS WARM

AND ODDS ON RAIN, THE BURBERRY, FREE FROM RUBBER AND PERFECTLY SELF VENTILATING IS WORN ON THE CLOSEST DAY WITHOUT FATIGUE OR OVER-HEATING.

IF ITS CHILLY

OR THERE'S A KEEN WIND BLOW.

ING THE BURBERRY PROVIDES ALL THE WARMTH DESIRABLE ALTHOUGH REMARKABLY AIRY, LIGHT AND HANDY.

WHATEVER THE WEATHER

THE BURBERRY IS ALWAYS THE RIGHT COAT, ITS DISTINGUISHED DESIGN ADAPTS IT FOR EVERY TIME, PLACE AND PURPOSE, WHILST ITS WEATHER-RESISTING PROPERTIES HAVE WON FOR IT THE REPUTATION OF BEING THE

WORLD'S BEST WEATHERPROOF.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

CAFÉ WISEMAN.

SUNDAES, PUNCHES.

ICE CREAM SODAS.

ALL FLAVOURS

BEST SERVICE.

HIGH QUALITY.

LOW PRICES.

LANE, CRAWFORD, LTD.

COLUMBIA RECORDS

FOR

AUGUST.

JUST RECEIVED

AT

ANDERSON'S

(OPPOSITE CITY HALL).

Wm. Powell Ltd. TELEPHONE 3146.

GENTLEMEN'S PYJAMAS

We have always a large selection of these goods in LIGHT and MEDIUM WEIGHT CLOTHS. Being Tailor-made satisfaction is assured.

New stocks just received in "Cotella" Matt. Mercerised Cotton, Taffeta, Silk and Wool and Spun Silk.

A visit to No. 10, QUE HOUSE STREET will repay you.

NEW ADVERTISEMENTS

HONGKONG FOOTBALL LEAGUE.

THE ANNUAL GENERAL MEETING will take place at 8.30 P.M. on MONDAY, August 22nd, at Victoria Barracks immediately before the Association Meeting.
J. RODGER,
Hon. Secretary.

HONGKONG FOOTBALL ASSOCIATION.

THE NINTH ANNUAL GENERAL MEETING will take place at 8.00 P.M. on MONDAY, August 22nd, at Victoria Barracks.
J. RODGER,
Hon. Secretary.

ENGLISH GENTLEMAN will honourably represent on commission Chinese firm with Export or Import interests in North England, any business, any work. Correspondence to PETER JAYNE, 5, Wellington Road, Birkenhead, England. [1381]

FOR SALE.

STEAM LAUNCH. Dimensions, Length Overall 65 ft. Beam 10 ft. Depth 5 ft. 7 inches. Hull of Hardwood under water with Teak top, sides, & deck. Frames of Iron. Engines 6 1/2 x 15.
Boiler 4 ft. 9 inches dia., 8 ft. 6 inches long. Speed 9 knots.
For further particulars apply to P.O. Box 476, Hongkong. [1382]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY Situated at No. 13, WING HING STREET, VICTORIA, HONGKONG.
To be Sold by Order of the Mortgagee.

PUBLIC AUCTION.

IN ONE LOT
On MONDAY,
The 18th Day of SEPT., 1932, at 3 O'CLOCK P.M.
By
Messrs. LAMBERT BROTHERS
At Their Office, DUNDRELL STREET, J.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2186 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2186 being a scarping lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.
Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central,
and
Messrs. LAMBERT BROTHERS,
Auctioneers.
[1377]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "HECTOR" are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 18th August.
Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the goods have left the Steamer's Godown, and all goods remaining undelivered after the 25th August, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 5th Sept., or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th August, 1932. [1383]

RS. "AMAZONE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles are hereby notified that their goods with the exception of Opium, Treasure, and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after the 24th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 27th instant, or they will not be recognised.
All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, the 24th inst., at 10 a.m.
No Fire Insurance has been effected.
A. JOHARD,
Actg. Agent.
Hongkong, 18th August, 1932. [1386]

NEW ADVERTISEMENTS

NAVAL YARD POLICE WINTER UNIFORMS.

SEALED TENDERS for the supply of and making up, Winter Uniforms for Police at H.M. NAVAL YARD, Hongkong, will be received by the Victualling Store Officer, H.M. Naval Depot, Kowloon, until Noon, on MONDAY, the 22nd August, 1932, from whom Forms of Tender and any necessary information may be obtained on application.
The right to reject the lowest or any tender is reserved.
H.M. NAVAL DEPOT,
August, 1932. Kowloon. [1380]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"TEIRESIAS"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 17th August.
Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 24th Aug., will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 7th Sept., or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th August, 1932. [1384]

NOTICE TO CONSIGNEES.

The Steamship "TRACIA"
FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSANA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 17th inst.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 2nd prox., or they will not be recognised.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 3rd inst., at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
BODWELL & CO., LTD.,
Agents.
1377

NEW BOOKS.

CINEMATOGRAPH BOOK
MOTOR MECHANISMS HANDBOOK
POPULAR ELECTRICITY
MODEL ENGINEERING
COMPLETE WOOD WORKER
SEASONS & SHANTIES
AND
A Fine Assortment of Nautical Technical Books
Wireless Handbooks
and
Books for Marine Engineers

BREWER & CO.,
23, QUEEN'S ROAD, C.
TEL. 696. [1349]

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS

LOCAL NEWS.

The Paper to send Home

TO-NIGHT AT
THE CORONET
THE DEVIL
TO PAY.

KOWLOON THEATRE.

CONSTANCE TALMADGE

TWO WEEKS.

INTIMATIONS

NOTICE.

M. R. WILLIAM ROBERTSON BARR has been appointed Auctioneer to our firm from 1st AUGUST, 1932, vice Mr. ALFRED EDWARD WILLIAM DAVIES.
HUGHES & HOUGH.

NOTICE.

FROM This date, Messrs. WAH HING & Co. will not hold themselves responsible for any contract made in their name unless it is signed by their Manager and countersigned by Mr. FOSTER for their proprietors.
WAH HING & CO.,
J. B. HUGHES,
Manager.
[1388]

NOTICE.

The Undersigned, from the 1st inst., cease to act as AUCTIONEER to and sign for the firm of HUGHES & HOUGH, Auctioneers, etc.
A. E. W. DAVIS.
[1361]

NOTICE.

THE ROYAL HONGKONG GOLF CLUB.
FANLING.

ALL Unclaimed Bags of GOLF CLUBS have now been REMOVED from the Caddie Master's House to Store-room.
Any information regarding same can be had from the Superintendent.
By Order,
PERCY SMITH, SETH & FLEMING,
Secretaries and Treasurers. [1383]

ST. STEPHEN'S COLLEGE.

CORNER of Bonham Road and Western St. Hongkong. Examination for New Boys: SATURDAY, SEPTEMBER 9th at 9.30 a.m. School begins September 11th. For Prospectus for Boarders and Day boys apply The Warden, ST. STEPHEN'S COLLEGE, HONGKONG. [1325]

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per share for the six months ending 30th June, 1932, will be PAYABLE on TUESDAY, 22nd August, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from Tuesday, August 15th to Tuesday, August 22nd, both days inclusive, during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, 8th August, 1932. [1344]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, TE, TU.

THE I.C.S. furnish courses in Business Management, Foreign Trade, Import and Export Business, Exchange, etc. Send for free booklet to P.O. Box 435. [1325]

TO LET—Fully-furnished Flat for immediate occupation in Kowloon, with telephone, also gas, plate, linen, glass, electric fittings, fan, etc. Owner prepared to sell whole contents outright—Apply Box No. T.V., c/o Daily Press Office. [1315]

ANYONE wishing the Services of an A No. 1 AMERICAN KITCHEN CREW, with experience U.S.A. CHIEF COOK JACK HALL, ex President Jefferson, on return from Manila; or write to A14, Sixth Avenue, Seattle, Wash. U.S.A.

WANTED.

WANTED by October First or End, a Reliable NURSE, preferably English, for a three year old girl—with amah's help, for three or four years, with home passage. Correspondence addressed MADAME DE ROSSI, Italian Consulate-General, Shanghai. [1356]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 story brick and concrete building suitable for office and godown.
Further details apply.
W. C. HUMPHREYS & Co.
[485]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given of the

HONGKONG WEEKLY PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT" Subscription, paid in advance, \$12 per annum. Including Postage by air, part of the world, \$14.

INTIMATION

DEWAR'S

"WHITE LABEL"

SCOTCH WHISKY

OF

World-wide reputation for quality, character and fine flavour.

AGENTS:

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants

ESTABLISHED 61 YEARS.

BIRTH.

MARCEL.—At 8, Queen's Gardens, on August 18th, to Mr. and Mrs. C. P. MARCEL, a daughter. [1388]

DEATHS.

BALLER.—At Shanghai, on August 12th, FREDERICK WILLIAM BALLER, of the China Inland Mission, aged 69 years.
ROCHA.—Mrs. MODESTA GRACA ROCHA, aged 51 years, at 9 Garden Road. Funeral will pass the Monument at 5.15 p.m. to-day. [1330]

HONGKONG OFFICE: 104, DES VOEUX RD., O. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, August 16th, 1932.

REFORM OF THE HOUSE OF LORDS.

"REFORM of the House of Lords" has been one of planks in the Liberal platform at Home for a good many years. More than ten years ago a Liberal Prime Minister said it was a matter which "brooked no delay." The preamble of the Parliament Act of 1911 said: "It is intended to substitute for the House of Lords as it exists a Second Chamber constituted on a popular instead of hereditary basis." More than six years later Lord Bryce's Conference, after exhaustive deliberations, furnished a formidable report embodying a scheme for the reform of the House. Nothing was done. Sufficient excuse may perhaps be found for that in the fact that it was a period when the public mind was concentrated on little that did not concern the war. But in the Coalition manifesto of November, 1918, it was said: "It has been recognised by all parties that reform is urgently required in the constitution of the House of Lords." Last month the Government issued to the public the text of five resolutions which have been drafted by the Cabinet for dealing with the Reform of the Second Chamber, and a debate, which was expected to be long drawn out, was begun on them in the House of Lords on July 18th. The Resolutions contemplated a Second Chamber of a very

composite character, in which none except Peers of the Blood Royal would sit by hereditary right alone, for the quota—the proportion is unspecified—of hereditary Peers would be elected by their own order, just as the Scottish Peers are elected at present. Another quota of Lords of Parliament would be elected from outside, either directly or indirectly, and a third quota would be nominated by the Crown. Moreover, not only the Law Lords but the Spiritual Peers are to retain their places. The reconstituted House is to consist approximately of 350 members, instead of 700 odd as at present. The scheme, may be said to follow the line of least resistance, in contradistinction to the plan of the Bryce Committee, which proposed the election of 240 Lords of Parliament by members of the House of Commons, grouped in territorial areas, and a further body of 81 elected by a Joint Standing Committee of both Houses. The Resolutions evade the difficulty of defining how the elected quota is to be chosen, and this, as one of the London papers points out, is the real crux of an elected Second Chamber, on which Constitution-framers have exercised their ingenuity for years.

The composition of the Second Chamber is sketched in the first three Resolutions, and the last two relate to its powers. The Parliament Act of 1911, by which bills can be passed into law without the consent of the House of Lords during the course of a single Parliament, if they are passed three times within the space of two years, is to be left on the Statute Book. The Parliament Act is only affected in so far as the passing of any Bill during the course of a single Parliament is concerned which alters or amends the constitution of the Second Chamber, for the fifth Resolution proposes that to such a Bill the provisions of the Act shall not apply. The scheme frankly accepts the present disability of the House of Lords to amend or reject a Money Bill, but it gives the final decision of saying whether a Bill is or is not a Money Bill, or is partly a Money Bill and partly not, to a Joint Committee of both Houses, under the chairmanship of the Speaker of the House of Commons. At present this most crucial decision rests with the Speaker alone. Disappointment is expressed by some Unionists that no amendment of the Parliament Act is foreshadowed except in respect of a bill altering the constitution of the Second Chamber. The power which is still left to the House of Lords of compelling a Ministry to keep its supporters marching through the lobbies of the Commons session after session in order to get Bills passed over the head of the House of Lords is held in Unionist circles to reduce the constitutional procedure of the Legislature to a farce, and as one objector puts it, it offers "a clear road to such public contempt as in these days no Legislature can afford to incur." On the other hand, it is said that there are those in the Ministry who hold the opinion that the power of the House of Lords to delay a measure for two years and into a third session of Parliament is in practice more valuable than the power of absolute rejection. It is pointed out that exercise of the latter power by a Chamber only partially elected would give rise again to an agitation and appeal to prejudice such as has been witnessed on more than one occasion in Parliamentary history.

The Resolutions are of the vaguest character and so far as we are able to judge of public opinion on the subject from the comments in the Home Press and the debate in the House of Lords, *The Times* would appear to be expressing the general view of the Resolutions when it says: "They may serve their apparent purpose of amputating discussion. We cannot, however, attach any real importance to mere scaffolding when no plan appears to exist, and there is certainly no sign of practical construction. If and when the Government present a Bill comprising considered and concrete proposals for the reconstitution of the House of Lords, and for the readjustment of its relationship with the House of Commons, it will be time to exercise the careful scrutiny such a measure would demand."

The Lending Library of the Helena May Institute will be reopened for members on Monday morning, August 21st, at 10 a.m.—ADVT.

The total output of the Kailan Mining Administration's mines for the week ending August 5th, amounted to 78,556 tons and the sales to 51,529 tons.

"Truth," writing from Swatow, has omitted to enclose his card.

We are asked to state that the H. Castro, who was one of the defendants in the case relating to gambling at the Filipino Club, was not H. Castro of H. A. Castro & Company.

Mr. Cyril Wayne, son of Mr. C. L. G. Wayne, traffic manager of the Shanghai-Nanking and Shanghai-Hangchow-Ningpo Railways, has been granted 100 per cent. marks in Chinese in the University of London.

The Chinese Eastern Railway has signed contracts with M. Skidelsky, the lumber magnate of Harbin, for the erection of grain elevators at Harbin and Vladivostok, their construction to be completed in two years time.

The engagement is announced in the Straits papers of Miss Ray Gordon Macleod, sister of Mr. Gordon Macleod, General Manager of Messrs. Louis T. Leonowens Ltd., and Mr. T. M. Knott of the Hongkong and Shanghai Bank.

Collections for Swatow Relief will be taken next Sunday, August 20th, morning and evening at Union Church. It is proposed to send the amount received to the English Presbyterian Mission in Swatow. Friends unable to attend on Sunday are invited to send contributions either to the Hon. Treasurer or the Minister.

A woman of No. 11, Shanghai Street, has related a curious tale to the Police in which she said she had been drugged and robbed by thieves. On Thursday two men attempted to persuade her into playing a game of cards on board the Aberdeen ferry launch. She refused and one of the men took out a cigarette and lighted it and puffed the smoke directly in her face. The cigarette was apparently drugged, for she felt faint. When her senses returned to her she discovered she had been robbed of \$200 and that the men had disappeared.

THE WATER SHORTAGE.

CHINESE DELEGATES WAIT ON S.C.A.

On the 16th, Messrs. Li Po Kwai, Ho Sai Kwong, J. M. Wong, Tong Yat Chun, M. K. Lo, T. N. Chow, representing the Chinese Chamber of Commerce and Lo Chung Kui, Chan Siu Harr and Tang Foo representing the Tung Wah Hospital, were introduced to the Secretary for Chinese Affairs by the Hon. Mr. Chow Shou Son and Hon. Mr. Ng Hon Tze and conferred with him regarding the water shortage.

The delegates put forward several suggestions, including the extension of the hours during which the rider-mains are turned on and the limiting of the supply to houses having meters with a view to increasing the quantity at the disposal of those without meters. The Hon. Mr. Hallifax expressed his sympathy with the poorer classes and regretted that as the rain during the last few days was not continuous, the quantity of water in storage had not increased, which did not warrant any extensions. The reservoirs only contained 892 million gallons and it would be inadvisable to permit an unlimited supply unless they had 2,000 million gallons. The service of houses with meters could not be controlled as the main would have to shut and this was impracticable because they required water from the mains in case of fire. There was no discrimination in allowing houses with meters an unlimited supply—there were four times as many Chinese meter-holders as foreigners. He still appealed to the community to economise in the use of water and prevent any waste.

Mr. M. K. Lo pointed out that the Chinese, who had experienced great difficulty in getting sufficient water, were not likely to waste any.

Mr. Chan drew attention to bullies who monopolised street-fountains and shopkeepers who kept their taps continually turned on; they sold the water at exorbitant prices.

Mr. Li Po Kwai said there were irregularities such as not having the rider-mains turned on for fully two hours and insufficient pressure in the pipes.

Subsequently, the deputation proceeded with Mr. Hallifax to the Colonial Secretariat and the Public Works Department. Mr. Perkins explained that the stock of water was only half what it was at this time last year and in view of the scarcity, the Government could not see their way to extend the hours during which water would be available.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE FRENCH DEBT TO AMERICA.

CONFERENCE PROVES FRUITLESS.

WASHINGTON, August 17th.

No progress has been made in the discussions of the Treasury Officials with M. Parmentier regarding the payment of the French debt to America. The latter's invitation to France to send representatives to negotiate, was framed in the belief that the Envoys would be empowered to state what France was prepared to do in order to meet her obligations, whereas M. Parmentier was only able to present figures which are obtainable from other sources relating to France's financial position. Several weeks of fruitless conferences resulted in M. Parmentier being recalled to France, promising to return to Washington at the end of September.

REPORTED LONG GLIDER FLIGHT.

DISTANCE OF EIGHTEEN MILES.

LONDON, August 17th.

As compared with the best glider flight of nearly three minutes, accomplished by a Frenchman on Wednesday, at trials in France, it is reported from Berlin that a German glider has just flown over eighteen miles at Berlin.

ENVER PASHA KILLED IN ACTION.

WHILE LEADING TROOPS AGAINST BOLSHIEVICS.

LONDON, August 17th.

It is reported that Enver Pasha, who had just proclaimed himself Emir of Turkistan, was killed while leading his troops against the Bolshievics.

THE DAVIS CUP.

AUSTRALIA SCORES A WIN OVER SPAIN.

PHILADELPHIA, August 17th.

In the Davis Cup Competitions, "Australasia" v. Spain, Patterson (Australia) defeated Count Gomer (Spain), 6/3, 6/6, 6/4.

A WIN FOR SPAIN.

LATER.

Alonso (Spain) defeated C'Hara Wood (Australasia), 2/6, 3/6, 6/2, 6/6, 6/1. Both fought desperately, but Alonso turned the tide by his great agility and the force of his drives.

EXPLORATION OF TIBET.

AN AMBITIOUS PROGRAMME.

STOCKHOLM, August 17th.

In next year's expedition to Tibet Dr. Sven Hedin is entering from the North-east. He proposes to trace the sources of the Chinese river system, then to explore the central ranges of Tibet mountains and the connection between the Karakoram Range and the Dangle Mountains.

Investigations will not only be geographical and topographical but also meteorological, zoological and botanical. Dr. Sven Hedin will first visit the United States in order to arrange the financing of the expedition.

DR. SVEN HEDIN'S SIXTH EXPEDITION.

STOCKHOLM, August 17th.

Dr. Sven Hedin is preparing for his sixth expedition to Tibet, which will start next year. He will be accompanied by a number of Swedish scientists. The explorer proposes entering via China. The expedition will last four years.

BRITISH WORLD FLIGHT.

THE FLIGHT TO BE CONTINUED.

CALCUTTA, August 17th.

Major Blake's colleagues will continue the flight.

MAJOR BLAKE SUFFERING FROM APPENDICITIS.

CALCUTTA, August 17th.

The airmen, Major Blake, has gone into hospital suffering from appendicitis.

DUTCH EAST INDIES LOAN.

BALANCE TO BE ISSUED ABROAD.

AMSTERDAM, August 17th.

A Bill has been introduced to amend the East Indies Loan Bill in order to facilitate the issue of the balance of 110,000,000 guilders abroad, presumably in the United States.

LATEST CABLES.

U.S.A. STRIKES.

PREPARATIONS FOR TROUBLE WITH RAILWAY STRIKERS.

WASHINGTON, August 18th.

Despatches from Washington state that President Harding intends to recruit the army to a strength of 500,000 in the event of a failure by the Railway Strikers and the Executives to reach an agreement. It is understood that orders for the mobilization of reserves are ready at the War Department.

RESULTLESS RAILWAY CONFERENCE.

WASHINGTON, August 17th.

The Conference of Railway Executives and the Railway Brotherhood will be adjourned till to-morrow without reaching a definite conclusion.

ANTHRACITE COAL CONFERENCE MAY BE SUCCESSFUL.

PHILADELPHIA, August 17th.

The Conference of Anthracite Coal miners and operators will be adjourned to-morrow. The representatives of both parties stated they were optimistic regarding the outcome.

PRESIDENT HARDING AND THE SHOPMEN.

WASHINGTON, August 17th.

President Harding has decided for the present to defer his address to Congress, feeling that every effort towards a settlement of the shopmen's strike should be exhausted before he intervenes. Presumably the President is thinking of the conference now in session at New York between the railway employers and the trade unions. Meanwhile President Harding is still working on the text of his address.

SOFT COAL STRIKE TERMS OF SETTLEMENT.

NEW YORK, August 17th.

The terms of the settlement of the soft coal strike provide for a continuance of the old wage scale till March 31st, 1923, the calling of a conference in October to fix the scale thereafter, and the appointment of a Commission, on which the Government will be represented, to inquire into the question of the reorganization of the industry on sound economic lines.

WASHINGTON CONFERENCE.

NEW ZEALAND DELEGATE REPORTS TO PARLIAMENT.

WELLINGTON, August 17th.

Reporting to Parliament on the Washington Conference, Sir John Salmond, who represented New Zealand at the Conference, said that the Washington agreements did not limit the weapons with which States might fight, but merely limited the weapons which might be prepared in peacetime. Still less might the agreements be properly regarded as a step towards total naval disarmament. No such impracticable idealism inspired the Conference agreements, which had no ethical significance. The right and duty of every State to provide for its national safety would remain undisputed and imperative.

FUNERAL OF LORD NORTHCLIFFE.

A NOTABLE AND REPRESENTATIVE CONGREGATION.

LONDON, August 17th.

The funeral service of Lord Northcliffe at Westminster Abbey drew a notable congregation from every branch of British public life. Brigadier-General Trotter represented the Prince of Wales. Others represented were the Prime Minister, Mr. Churchill, the Embassies and Legations, the Dominions, and a strong contingent of leading figures connected with British and foreign newspaper activities.

After an impressive service, the coffin was borne to St. Marylebone Cemetery, Finchley, for interment.

GRAVE SITUATION IN AUSTRIA.

FURTHER 20 PER CENT DROP IN CURRENCY.

VIENNA, August 17th.

The great disappointment and grave anxiety that have been caused in political and financial circles by the decision of the London conference to refer the Austrian application for further credits to the League of Nations are reflected in another big drop in the value of the crown, which now stands at 280,000 to the pound, representing an increase of 20 per cent. since August 1st.

FIGHTING CONTINUES IN IRELAND.

IRREGULARS TAKE TO THE MOUNTAINS.

LONDON, August 17th.

The Free Staters are steadily pressing back the Irregulars, having now freed Clifden, including the Marconi wireless station. They recaptured Dundalk last night, where the Irregulars have fallen back to the neighbouring mountains.

ANOTHER HUGE WIRELESS STATION.

TO BE ERECTED IN SWEDEN.

STOCKHOLM, August 17th.

Sweden has contracted with the American Radio Corporation to supply half a million dollars' worth of wireless equipment for a giant station that is being erected on the west coast of Sweden.

REPARATIONS COMMISSION DELEGATES CONFERRING.

ANOTHER OFFICIAL MEETING PROBABLE.

PARIS, August 17th.

Delegates to the Reparations Commission are informally conferring with a view to reaching a settlement acceptable to all the Allies. A report of the proceedings is not expected. An official meeting is probable for to-morrow, pending the result of which the French Government will stay its hand.

GERARD BEVAN BROUGHT TO LONDON.

CHARGED AT GUILDHALL.

LONDON, August 17th.

Gerard Bevan has reached London from Vienna, and will be brought up at the Guildhall to-morrow.

GERMAN RAILWAY RATES.

TO BE INCREASED 50 PER CENT.

BERLIN, August 17th.

As a result of the depreciation of the mark, railway rates are to be increased by 50 per cent. on September 1st.

LORD LEE IN TURKEY.

CONSTANTINOPLE, August 17th.

Lord Lee, First Lord of the Admiralty, has arrived here.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PEKING POLITICS.

LIN HSIN ASSUMES OFFICE AS MINISTER OF INTERIOR.

PEKING, August 18th.

Lin Hsin, Minister of Commerce, returned to Peking unexpectedly on Wednesday and assumed office yesterday. The Government re-appointed Hu Wei Teh, Liu Hsin Hsin and M. van der Huvel representatives on The Hague permanent Arbitration Court.

SIN HSI KUANG RECOMMENDED AS CIVIL GOVERNOR OF KANSU.

SUN TAN LIN, Vice-Minister of the Interior, has recommended the appointment of Acting Civil Governor "Sin Hsi Kuang as Civil Governor of Kansu, but approval is not expected owing to Mohammedan opposition.

MR. DENBY'S SPEECH IN JAPAN.

THE CHARGE OF PURPOSELY SPOILT CARGO.

The British Chamber of Commerce at Shanghai has addressed a letter to the American Chamber of Commerce on the subject of the speech made by Mr. Denby, U.S. Secretary of the Navy, in Yokohama some three weeks ago, which appeared to reflect on the honour of British shipping companies.

After quoting the offensive portion of the speech (in which we commented in a leading article at the time), the letter of the Shanghai Chamber of Commerce says:

"These you will admit are very serious charges which my Committee feel cannot possibly be ignored by this Chamber, which as you know is the representative and the guardian of British commercial interests and prestige in the Far East."

"They have, accordingly, asked me to ask you to transmit to Mr. Denby their respectful request either for his public exoneration of British shipping as the one which he pronounced in respect of Japanese or if that is not possible, for definite statements of charges which can be investigated by my Committee."

"In view of the cordial relations which exist between our two Chambers you will, I feel sure, realize that we should not ask you to transmit this request did we not feel that we should be failing in our duty both to your merchants and our shipping companies if we allowed Mr. Denby's charges to pass unnoticed.—Yours faithfully,

(Sgd.) A. W. BUCKILL,
Chairman.

The answer of the American Chamber of Commerce is not available for publication, but the N.C. Daily News understands it is to the effect that the Chamber does not feel at liberty to take any action in view of Mr. Denby's ministerial position.

NEGLECTANCE IN CARGO HANDLING.

ALLEGATIONS AGAINST AMERICAN STEAMSHIP CO.

Depositions were taken at the U.S. Court at Shanghai, on Saturday, the 18th inst., from a witness who will be absent from Shanghai when the hearing is called of a civil action involving more money than any on the big calendar of cases awaiting trial. Nanyang Bros. Tobacco Co. are suing the Green Star Steamship Co. for the sum of \$335,569, they delivered to defendants the half tobacco in 404 hogheads. For these defendants gave a receipt, and agreed to ship the cargo to Shanghai. On arrival in Shanghai the hogheads were found to be in a broken condition, with a large quantity of tobacco lying in bulk and various grades intermingled, making it impossible to segregate them. Damage to the hogheads was caused by careless handling of the cargo. Mr. F. J. Schuhl is appearing for the plaintiffs.—N.C. Daily News.

A PRISONER'S ARREST.

TO WHICH CONSTABLE BELONGS THE CREDIT?

The most interesting point in yesterday's hearing, at the Magistracy, of the case in which a young Filipino, named Filippi Anzueto, is charged with having been found on the premises of the Pacific Mail Steamship Co. with intent to commit a felony, was the contradictory evidence put forward by two constables—a Chinese and an Indian—who both claimed to have been the first to arrest the defendant as he tried to escape along the Praya past the Star Ferry Pier.

At the previous hearing most of the Chinese witnesses, who assisted in the case, stated that the Chinese constable was the first to seize the defendant in his headlong flight. Yesterday this constable gave a detailed account of the capture and how he did it. Hearing the sound of whistles blown and cries of "strike him," he noticed a man running towards him. He boldly stepped in front, held open his arms and the fugitive ran into them. Not until after the man was in his arms did he discover that he had a revolver and this was brought home to him in a forceful manner. The Filipino suddenly drew the weapon and pressed from under his coat with such force against his left shoulder that a bruised mark was found there by detectives who dealt with the case later. The constable grasped the man's arm and forced him to drop the firearm into the side-channel. The Indian constable, who appeared on the scene, picked it up at the Chinese constable's request whilst he continued to struggle with the man. The Chinese constable also described the clicking of the revolver when it was placed against his shoulder, and this was borne out by Inspector John Grant, who illustrated to the Magistracy how this could have happened. Fortunately, though the revolver was fully loaded, there was no cartridge in the chamber.

The Magistracy (Mr. Hamilton) expressed the opinion that he did not think it was the intention of the Filipino to shoot the constable. He considered the arrest a very lucky one.

Before giving his evidence, the Indian constable was specially warned that he had to tell the truth and nothing more. In reply to the Magistracy he said emphatically he was the first man to stop the defendant. The Chinese constable came up immediately afterwards.

The Magistracy: I put it to you that the Chinese constable was struggling with this man and that you came on the scene and then picked up the revolver.

The Indian constable: I stopped the man first. There was no one struggling with him when I intercepted him.

The Magistracy (sternly): Remember once I have taken down your evidence it is too late for you to go back upon it. It is my belief that you are trying to get praise for stopping this man first. Now, for the last time, tell the truth; if you cannot remember clearly, say so. Were you the first man to grip hold of him?—I was the first man to stop him.

Continuing, the Indian said the man did not attempt to use the revolver on him. When the Chinese constable came up he handed the accused over to him whilst he stooped and picked up the revolver.

The Magistracy: I don't believe a word of your story. I have tried my best to get you to tell the truth. I don't know what the Chief Justice will say to you. Now listen to your evidence, and after you have signed your name, if you tell another story you will be committed for perjury.

A young Chinese detective, who witnessed the arrest from a distance, said that the Indian and the Chinese arrived at precisely the same time and each caught the man by the shoulder. Under pressure from the Magistracy, the detective slightly varied his story and said that the Chinese was slightly in advance of the Indian and was thus the first to grasp the fleeing man.

Inspector Caygill and Sergt. O'Connor gave evidence as to the bruise on the Chinese constable's shoulder, which in the opinion of Sergt. O'Connor was caused by the muzzle of the revolver.

On the day's proceedings the Chinese constable seemed to have the advantage as to honour of arrest but the point will have to be settled at the Criminal Sessions to which the defendant was committed for trial after the hearing of further formal evidence.

CHINESE CUSTOMS DUTIES.

The (Times) understand that, as at present arranged, Sir Richard Dane, formerly Associate Chief Inspector of the Chinese Salt Revenue Administration, will leave England for China in October to take part, as one of the British representatives, at the Special Conference of the Powers at Peking on the Chinese Customs Tariff. This Conference will be the outcome of the Treaty on the subject which was signed at the time of the United States Conference by the United States, Great Britain, France, Belgium, Italy, the Netherlands, Portugal, Japan and China. Its main duties will be to prepare for the speedy abolition of *stika* and to arrange for the fulfilment of the other conditions laid down in the Treaties of 1902 and 1903 between Great Britain, the United States and Japan and China, with a view to levying the surtaxes provided for and arranging, as an interim measure, for the levying of a surtax that will raise the import duty to 7½ per cent. *ad valorem*, with an increase to 10 per cent. on articles of luxury. The decisions that may be reached by the Conference are awaited in this country with considerable interest, as an increased Chinese Customs revenue would mean that funds would be available which might be applied, in part, to payment of the interest on various unsecured loans.

SCOTTISH LETTER.

ROYALTY IN THE NORTH.

A KING EDWARD MEMORIAL.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 12th.

H. M. the King is to visit Edinburgh in the beginning of October, on his return from Balmoral, and will unveil the memorial to King Edward at Holyrood Palace. The ceremony will mark the completion of a movement which goes back to the days before the war. The funds for the memorial were then collected, and plans were drawn up, but considerations of the increased cost of material and labour compelled a considerable modification of the original proposals. The scheme as completed consists of the enclosure of the forecourt of Holyrood Palace, with gates and railings of wrought iron. At the foot of the Canongate a podium and screen of massive stone work forms a setting for a bronze statue of King Edward. The statue, which is the work of Mr. H. S. Gamley, R.S.A., represents the King in his robes as a Knight of the Thistle, and stands 9 feet in height, on a pedestal 7 feet 6 inches. The plans of the memorial were the work of Mr. G. Washington Browne, R.S.A.

Early in August, H.R.H. Princess Mary (Viscountess Lascelles) will formally open the Royal Scots War Memorial Club in Abercromby Place, Edinburgh. The occasion will be taken advantage of to present H.R.H. with a wedding gift from her regiment, which takes the form of two silver statuettes, one of a Royal Scot in the uniform of 1801, when the Duke of Kent was Colonel-in-Chief and the other of a soldier of the 1918 period, wearing battle order. That was the year in which the Princess became Colonel-in-Chief of the Royal Scots (the Royal Regiment), or, as it was then called, the Lothians Regiment. It is also expected that the Prince of Wales will visit Edinburgh in the autumn, either on his way to St. Andrew's, where he is to "play himself in" as Captain of the Royal and Ancient, or at a later date. The Prince will receive the degree of LL.D. from St. Andrew's University, but the occasion will not be marked by any public ceremonial.

A BAD "SPEC."

Some of the Scottish herring exporters are badly hit by the slump in the value of the German mark. Considerable quantities of herring were sold to Germany when the mark was anything from 250 to 500 to the pound sterling, and certain cures held on to as many as two, three, and even five million marks, in the hope that the exchange would improve.

TRADE SLUMP SAPPING VITALITY.

The possible effect of the continued trade depression on the health of the people of Scotland is viewed with apprehension by the Scottish Board of Health. The report for 1921 states that there has been a considerable increase in the claims for sickness benefit under the Health Insurance Scheme, and that much of this increase is genuinely attributable to lowered vitality as the result of unemployment. This experience is in accord, the report declares, with the generally accepted view of the relation between industrial conditions and the health of those whose wages are only sufficient to enable them to meet the week-to-week expenditure. Moreover, the report continues, although good progress is being made with housing schemes, housing conditions in Scotland are still very far from satisfactory. It is anticipated, therefore, that the cumulative effect of the industrial distress, continued over a long period, will be to lower the power of the people to resist disease, and that, for this reason alone, the claims of the health services will increase.

CHARLES T. STUDD, OF CHINA.

The Rev. Alexander Fraser, St. Stephen's United Free Church, Comely Bank, Edinburgh, who has been delivering a series of lectures on the lives of well-known men, dealt last Sunday evening with Mr. Charles T. Studd, the famous cricketer and cricketor of his day—one of the Cambridge Seven who, 40 years ago, caused a great stir by pledging themselves in the Christian cause.

When the closing hymn was announced, a gentleman in the audience stood up and asked leave to say a word. Mr. Fraser beckoned him to the front, and the gentleman then made a few remarks. He said he had known Mr. Studd personally for a great many years, and also knew each member of the Cambridge band. There was one thing, however, about Studd that had never been told in public so far as he was aware. It was mentioned by the speaker that Studd's father was a man of independent means, and Studd himself, as a young man, inherited £40,000 from a relative. When he resolved to go to China, young Studd decided to give up this sum of money, as he wanted to venture out looking to the Lord alone for the supplying of means. He offered the money to the mission under whose auspices he was going out, but they refused to accept it, believing that it was simply a case of youthful enthusiasm. Studd, however, decided that he was not going to keep the money, so he wrote a cheque for £40,000 and handed it over to the Salvation Army for their mission work in India.

This announcement made under such unusual circumstances created no little stir in the large congregation.

PARLIAMENT HOUSE AND HOUSES OF PARLIAMENT.

"The Inland Revenue authorities are no respecters of persons," remarked the Lord Justice-Clerk when hearing a case in the Scottish High Court of Justiciary. "The first year I was in Parliament I got a letter from the Inland Revenue asking why my income was only half or what it was in the previous year. The only explanation I could give them was that the previous year was spent in Parliament House, Edinburgh, and that now I was in the House of Parliament, London."

VACCINATION CONCHIES.

If the ranks of the conscientious objectors continue to increase at the rate they are doing, the risks of an epidemic of small-pox will be very great. There are places in Scotland where as many as 90 per cent. of the children are unvaccinated, and this fact is creating much alarm in medical circles. In a country where seaports are numerous, and ships from foreign countries are continually calling, it is impossible to be long absolutely clear of the disease. And should infection by some chance reach a district where the conscientious objector has had his way, there is no saying what the consequences may be.

MR. TAFT AT ABERDEEN.

The last public function in which Mr. William H. Taft took part before leaving this country was a graduation at Aberdeen University, where the ex-President of the U.S. received the honorary degree of Doctor of Laws. It was primarily an honour from the University authorities, but the students, as is their wont, made the occasion largely their own. Certainly Mr. Taft cannot complain of any want of enthusiasm in the manner in which they greeted him. His genial attitude, however, added to the good will; his brand of humour, at once caught on with the Aberdonians; and the chuckle with which he introduced the lighter passages of his speeches was most infectious. Of course, Mr. Taft, as an old campaigner, did not omit to play up to this Northern audience, and made the inevitable reference to porridge. It seems that on the train from the South his faith in our hospitality was considerably shaken. He proposed to have "a simple Scottish breakfast," and he discovered that he was denied the opportunity of eating porridge. Whether that was due to the fact that he was late for breakfast, some Scotsman had been before him, or whether it was due to the lack of foresight on the part of some South Briton he would not express an opinion.

Mr. Taft took occasion to say some weighty words about the nature of public opinion in America. In his country they were engaged in amalgamating into one civilisation races that had not been trained and had not the antecedents of the English, the Scots, and the Scots-Irish. He warned his hearers that discouraging forces had come to them from a too free immigration. These were congested in the larger cities, and therefore came under the "immediate observation of any superficial visitor or observer; they were always prominent in any discussion, and were noted by those who visited the United States for two or three weeks and went home with a complete knowledge of the situation." He urged that one had to "summer and winter" with the people of America to understand them. "One had to run and be successful in an election, then run and be unsuccessful in an election, before they could understand what the political currents were." It was only when we had to fight a man after being friendly with him that we knew all his points and he knew all ours.

Mr. Taft confessed himself an optimist. What was the use of living if you were not this? He received a round of applause for this statement, and he followed it by saying he knew he would be cheered by the audience, "because if Scotsmen were not in their hearts optimists he did not know what quality they possessed. They might conceal it; sometimes they were like the farmer—nothing was quite right, but whatever was right they got hold of it."

Again and again Mr. Taft affirmed his faith in the descendants of the founders of the American States—the New England Puritan, the Pilgrim, and the Scots and the Scots-Irish.

A LINK WITH ANNIE LAURIE.

Major John Emilia Laurie, D.S.O., the Seaforth Highlanders, who is engaged to the only daughter of Lieut.-Col. and Mrs. Richardson Gardiner, of Woodham House, Byfleet, is a nephew of Sir Claud Emilia Laurie, Bart., D.S.O., who succeeded to his father, the Rev. Sir Emilia Laurie, in 1917. The name Emilia is common in the family, and was first given to a Laurie to commemorate a well-known racehorse and Derby winner. Ironically enough, the first bearer of the Derby winner's name became a clergyman—blessed reverend Baronet, Major Laurie's grandfather. He it was who first assumed the surname Laurie, for his father was Sir John Bayley, Bart. The change was made on succeeding to Maxwellton, Dumfriesshire, under the will of his great uncle, Sir Robert Laurie. Those Lauries were of the family to which Annie Laurie belonged. The heroine of the ballad was born at Maxwellton, where a portrait of her is a cherished heirloom.

OLD Q. AND HIS BETS.

The Duke of Leinster's motor dash from London to Aberdeen for a £2,000 wager recalls some of the exploits of that eccentric Scottish nobleman, the fourth Duke of Queensberry, "Old Q." One of his bets was made jointly with the Earl of Eglington, and was that for £1,000 guineas they would provide a four-wheeled carriage to carry a man and be drawn by four horses 19 miles in an hour. The feat was regarded as impossible, but it was accomplished, and it raised the Earl of March, as "Old Q." then was, to a position of authority in the racing world which he retained for 50 years. The event took place at Newmarket, and the wager was won with 6 minutes, 33 seconds to spare. Another of "Old Q.'s" wagers was that he would cause a letter to be conveyed 50 miles in an hour. To accomplish this the letter was inclosed in a cricket ball, and 20 cricketers, famed for their skill in throwing and catching, stood in a circle and threw the ball from one to another. At the end of the hour it was found that the letter had travelled many miles beyond the distance necessary to win the wager. "Old Q." was such an inveterate gambler that he wagered, and lost, £200 as to the date of his death, which took place on December 23rd, 1810, some days after the date given in his bet.

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
of Ages
1745
till
to-day

OBTAINABLE FROM

LANE, CRAWFORD, LTD.

AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellowness, and still maintains
a world-wide identical quality.

**"HEALING
IN EVERY TOUCH"
Zam-Buk**

ONE touch of Zam-Buk starts Nature's
healing work quicker and more effectively
than any other preparation ever devised.
Zam-Buk exterminates all skin disease and
poisonous germs, and makes a cut, wound or sore
secure against further infection.

In addition to its remarkable purifying and healing
properties, Zam-Buk grows new skin as if by magic.

Compounded scientifically from Nature's rich and
potent medicinal essences, Zam-Buk is guaranteed Free
from all trace of Animal Fat. No coarse ointment or
salve can be compared with Zam-Buk in curative power.

Zam-Buk is so wonderfully refined that it goes to the
root of disease. It is invaluable for eczema, ringworm,
ulcers, piles, obstinate bad legs, rheumatism, boils,
blood-poison, festering sores, burns, cuts, etc.

Of all medicine renders in Shanghai, Hongkong, and the Far East.
If you have any difficulty in obtaining, write The Zam-Buk Mfg. Co., London,
England, who will supply and send name of nearest agent.

CONTAINS
NO
ANIMAL FATS

The ideal material for Hot climates.
For roofs, partitions & ceilings.

It is light & strong.
It does not conduct heat.
It is practically indestructible.
It does not rust or corrode.
It is insect & vermin proof.

We carry large stocks and shall be pleased to quote prices and
give you particulars.

SOLE AGENTS—

DODWELL & CO., LTD.

Telephone 1030.

Machinery Dept.

[113]

WHAT IS LEGAL DESERTION?

HUSBAND IN A SEPARATE
BEDROOM.

EQUAL TO CRUELTY.

An unusual point on the question of desertion was raised in the Divorce Court July 18th, when Lord Buckmaster heard an undefended divorce petition, by Mrs. Elizabeth Powell, of Upton Park, who alleged that her husband, Mr. Reginald Charles Powell, took his bed into another part of the house and refused to have anything more to do with her.

The question for argument was whether it is legal desertion when a man refuses to have marital relations with his wife, but continues to live in the same house.

Lord Buckmaster asked Mrs. Powell if her husband gave any reason for this conduct.

Mrs. Powell: No, he simply said that he was "fed up."

She added that later she spoke to her husband about bringing a woman to the house, and he admitted that he had done so. She used to take meals to him in his part of the house, but sometimes he cooked his own food, and he did not provide all the money to keep the house going. She earned money herself as a school teacher.

After a time her husband left her, and went to reside at a shop which he had taken.

Lord Buckmaster said that if the wife had waited until two years from the date of her husband leaving the house, altogether this fine legal point would not have arisen.

FAMOUS CASE.

Mr. Tyndale (for Mrs. Powell) referred to the case of the Duchess of Westminster, where the parties were for a considerable period of the required two years living under the same roof, although in different parts of the mansion.

Lord Buckmaster said that the mere withholding of marital relations was not desertion.

Mrs. Powell, recalled, explained that the part of the house that her husband occupied was self-contained, and he could reach it without passing through her part of the house.

Mr. Tyndale contended that it amounted to desertion to leave a wife to herself in a different part of the house as in this case. If a husband withdrew his society and comfort from his wife, even though he made her a money allowance, that did not prevent desertion running.

Lord Buckmaster said that the misconduct of the husband was established.

"This misconduct," he said, "however flagrant or persistent, is not sufficient to entitle a woman to a divorce—she has also to show cruelty or desertion. Desertion is not easy to define.

Here the man forsook his wife's bed and her society—he shut himself up and refused her access, and told her that he was bringing another woman to his room. Except for the fact that one roof sheltered both there was desertion in every meaning of the word."

Lord Buckmaster added that insult, contumely, and every form of slight and contempt did not amount to desertion that would give a woman the right to relief unless it could be shown that it amounted to something that could be regarded as equivalent to cruelty.

He held the misconduct and desertion proved, and granted the wife a divorce, with costs, and the custody of the child of the marriage.

MARRIAGE INSURANCE.

A NEW SCHEME FOR WOMEN.

The Manchester Unity of Oddfellows has decided on a somewhat novel marriage insurance policy for women, but one that should prove very popular.

The principle of the marriage dot is more common in France than it is at home, but there are advantages in having a solid sum with which to set up housekeeping even if it be not very big.

Among the industrial classes, for which such benefit societies as the Manchester Unity principally cater, it is found that women have an objection to take out a policy covering sickness up to the age of 70, and an annuity for the remainder of life. To meet this it is proposed that after membership of the society for three complete years there should be a surrender value attached to the policy which would be payable, on marriage, and thus provide a sort of marriage bonus for women.

Theoretically every sickness insurance policy should have a surrender value in its early years, because a reserve has to be built up to meet the heavier claims in later life.

It will naturally take some time to work out the details of the scheme, but when they are put forward they should be worth considering.

This is not the first insurance which provides benefits upon marriage. The Prudential Insurance Company has a deferred annuity policy for women, which carries with it a bonus on marriage. For instance, if a woman of 30 years insures for a premium of £2 every second month she would get after five years, a bonus of £30 on marriage, and, at the same time, she can continue paying the premium until the end of the selected term, and then either secure a cash payment or an annuity, as she chooses.

A MIRACULOUS CURE.

REMARKABLE WEST KILBURN STORY.

Members of the West Kilburn Baptist Church are claiming (a correspondent writes to *The Daily Telegraph*) that Mrs. Collins, aged 30, has been the subject of a miraculous cure. It appears that Mrs. Collins became paralysed after rheumatic fever, and her case was regarded as hopeless. According to the record which has been set down, she says that on June 25th she had a vision in which Christ appeared and told her that she would recover and be able to look after her two children. On Saturday, July 1st, it is stated, she had another vision of the Saviour, who spoke to her again, commanding her to move her paralysed right arm, which she did, to the surprise of those at her bedside. Subsequently, she moved her right leg also, in response to the Divine command. Ordered, similarly, to "rise" and to "eat," the patient (who had been perfectly helpless for weeks) and had taken no nourishment for three days) sat up in bed without assistance, and ate a good breakfast. At a further command to "read," she suddenly fell into refreshing natural sleep, during which she was told "You will walk this afternoon." In the afternoon of that day she walked round the room without help. Her doctor, came next day (Sunday) and pronounced her recovered (and in the evening she rose, dressed, and attended the church, at Canterbury-road.

(Continued at foot of next column.)

THE WONDERFUL RECORD

OF THE STOMACH AND LIVER TONIC
MOTHER SEIGEL'S SYRUP.

However you regard it, the fifty years' record of Mother Seigel's Syrup, is truly wonderful. Is it not remarkable that, after half a century, Mother Seigel's Syrup should still be the best as well as the cheapest remedy for digestive disorders?

Is it not wonderful that, after fifty years, no other remedy should have been discovered which is half so good for weak or ailing stomachs or for sluggish livers or inactive bowels? Is it not wonderful that there is scarcely a hamlet in any English-speaking part of our Empire where Mother Seigel's Syrup is not regarded as a tried and trusted friend? Is it not a wonderful record that Mother Seigel's Syrup has been so successfully in more cases of pains after eating, flatulence, water-brash, headache, biliousness and constipation, than any other medicine in the world?

Is it not remarkable, too, that in spite of the large increase in the cost of nearly everything worth having, the price of Mother Seigel's Syrup still keeps this medicine the cheapest and best-established and reliable remedy for indigestion that you can buy?

Now you may ask, What is the reason for the wonderful success of this world-famous preparation? The reason is simple. Digestive disorders, and all their symptoms, arise in the first place from a disordered state of the stomach, liver and bowels, and the reason Mother Seigel's Syrup is so successful in banishing and preventing these troubles, is that it acts directly, but gently upon these important organs.

Mother Seigel's Syrup contains medicinal extracts of roots, barks and leaves which, in combination, have a remarkably beneficial effect in toning up and strengthening the stomach, and in regulating and stimulating the action of the liver and bowels. Thus it restores these organs to efficiency, so that they are able to do their digestive duties easily and naturally, and when this is so, you will eat and digest your food and have no further discomfort after eating it.

The help that the Syrup thus gives to your digestive organs ensures the perfect assimilation of the food you eat and this effected, indigestion with its kindred ailments, biliousness, flatulence, constipation and headache, become impossible. As a result of this happy change, you will obtain fresh stores of energy and strength, feel well, look well, be well and keep well.

Since it breeds initiators, and there are many so-called substitutes for Mother Seigel's Syrup, but not one of them contains the combination of more than ten herbal extracts upon which the restorative and remedial value of Mother Seigel's Syrup depends. Therefore be sure you get the genuine Mother Seigel's Syrup—the remedy of world-wide repute, the remedy which has such a wonderful record as a stomach and liver tonic. Put it to the test yourself and cease to suffer. For travellers and others who prefer their medicine in tablets, Mother Seigel's Syrup is issued in tablet form. R. 303.

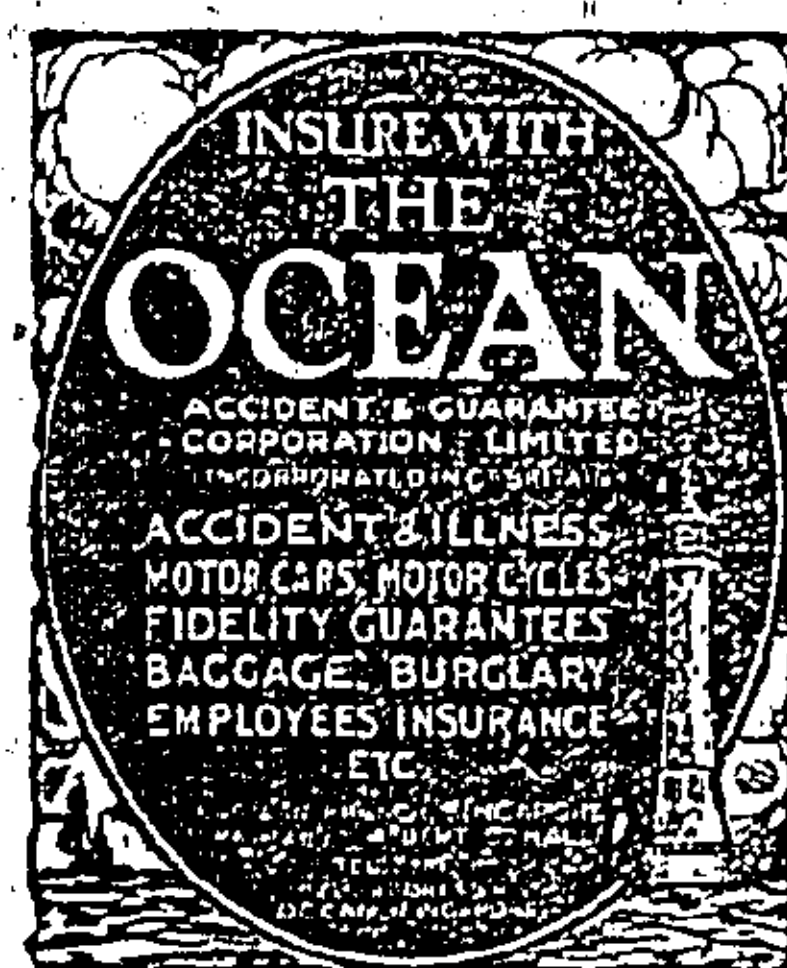
THE NEW

EDISON

Is the only Phonograph that
can sustain direct comparison
with Living Artists.

EDISON MUSIC STORE,
1st Floor, Powell's Building.

1327]

SHANGHAI OFFICE—
6A, PEKING ROAD.

AGENTS for Hongkong

and South China,
DODWELL & CO., LTD.

TELEPH. 1030 2, QUEEN'S BLDG.

PEACH'S CURTAINS

Sent for Buyer Guide Free.
Showing Latest Styles and Prices.
Direct from the Looms.
CURTAINS all Makes. CASEMENTS.
MADRAS, CRETONNES, CARPETS.
TUTTERED LINES, UNDERLAYS.
LACE, &c. Buy Direct. "The
Weave that Wins." 33 years
Experience. Special Shippers
facilities. Delivery Guaranteed.
3 PEACH & SONS,
634, THE LIONS, NOTTINGHAM, ENGLAND.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

THE NEW SPANISH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION No. 4
THERAPION No. 5
THERAPION No. 6
THERAPION No. 7
THERAPION No. 8
THERAPION No. 9
THERAPION No. 10
THERAPION No. 11
THERAPION No. 12
THERAPION No. 13
THERAPION No. 14
THERAPION No. 15
THERAPION No. 16
THERAPION No. 17
THERAPION No. 18
THERAPION No. 19
THERAPION No. 20
THERAPION No. 21
THERAPION No. 22
THERAPION No. 23
THERAPION No. 24
THERAPION No. 25
THERAPION No. 26
THERAPION No. 27
THERAPION No. 28
THERAPION No. 29
THERAPION No. 30
THERAPION No. 31
THERAPION No. 32
THERAPION No. 33
THERAPION No. 34
THERAPION No. 35
THERAPION No. 36
THERAPION No. 37
THERAPION No. 38
THERAPION No. 39
THERAPION No. 40
THERAPION No. 41
THERAPION No. 42
THERAPION No. 43
THERAPION No. 44
THERAPION No. 45
THERAPION No. 46
THERAPION No. 47
THERAPION No. 48
THERAPION No. 49
THERAPION No. 50
THERAPION No. 51
THERAPION No. 52
THERAPION No. 53
THERAPION No. 54
THERAPION No. 55
THERAPION No. 56
THERAPION No. 57
THERAPION No. 58
THERAPION No. 59
THERAPION No. 60
THERAPION No. 61
THERAPION No. 62
THERAPION No. 63
THERAPION No. 64
THERAPION No. 65
THERAPION No. 66
THERAPION No. 67
THERAPION No. 68
THERAPION No. 69
THERAPION No. 70
THERAPION No. 71
THERAPION No. 72
THERAPION No. 73
THERAPION No. 74
THERAPION No. 75
THERAPION No. 76
THERAPION No. 77
THERAPION No. 78
THERAPION No. 79
THERAPION No. 80
THERAPION No. 81
THERAPION No. 82
THERAPION No. 83
THERAPION No. 84
THERAPION No. 85
THERAPION No. 86
THERAPION No. 87
THERAPION No. 88
THERAPION No. 89
THERAPION No. 90
THERAPION No. 91
THERAPION No. 92
THERAPION No. 93
THERAPION No. 94
THERAPION No. 95
THERAPION No. 96
THERAPION No. 97
THERAPION No. 98
THERAPION No. 99
THERAPION No. 100

up in bed without assistance, and ate a good breakfast. At a further command to "read," she suddenly fell into refreshing natural sleep, during which she was told "You will walk this afternoon." In the afternoon of that day she walked round the room without help. Her doctor, came next day (Sunday) and pronounced her recovered (and in the evening she rose, dressed, and attended the church, at Canterbury-road.

WORLD THEATRE

Hongkong's Most Modern and Coolest Picture Palace.

TO-DAY at 5.15 P.M. and 9.15 P.M.

REALART PICTURES

presents

WANDA HAWLEY

in

'MISS HOBBS'

The Story of an Independent Young Woman who said she
hated All Men, but merely needed One Man to make
love to her to change her Point of View.

2.30 & 7.15 pm

JUNE CAPRICE & G. B. SEITZ in "THE SKY RANGER."

Episodes, 10 & 11.

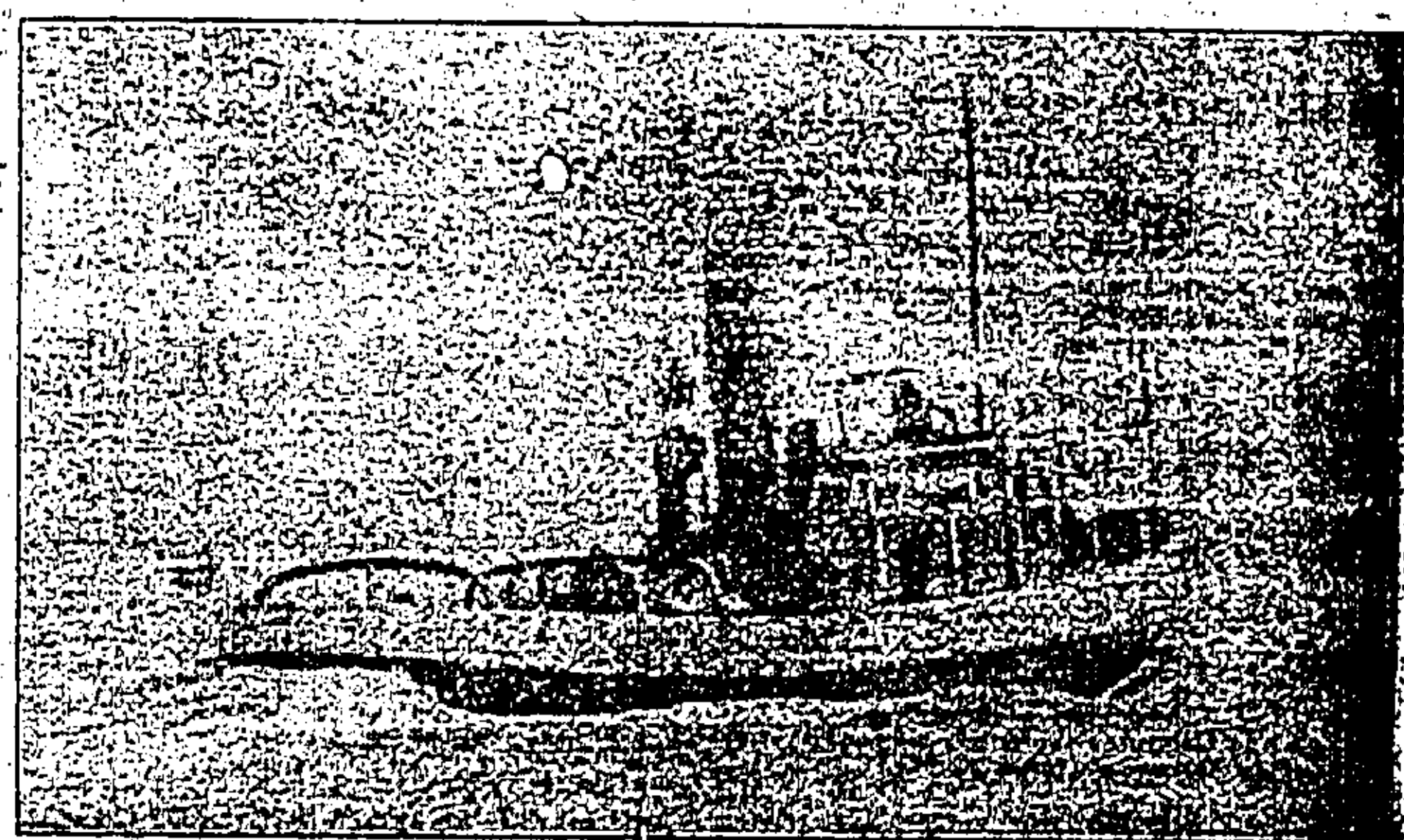
SUNDAY MATINEE, 6 p.m.

CATHERINE CALVERT in "THE CAREER OF KATHERINE BUSH."

USUAL PRICES. BOOKING AT THE THEATRE.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS.

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of
all kinds: Tugs, Barges, Oil Tankers, Light-draft and River Steamers
Vessels built and shipped for re-erection abroad.

OIL-FIRED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairers

IMPORTANT PUBLICATIONS.

INTERESTING TO SCIENTISTS, HISTORIANS AND
BIBLIOLOGISTS.

Books and Pamphlets which have been welcomed and placed in the Libraries of the
Great Universities and Scientific and Geographical Societies of the World.

By TSE TSAN TAI (謝 續 泰)

The Real Situation of "Eden" (Cradle of the Human Race), and the Origin of the Chinese...

Do. do. Chinese Edition ...\$1.00.

SUPPLEMENTARY PAMPHLETS.

- 1.—The Truth and the Cause of The Deluge, and the Sudden Freezing of Northern Asia ... \$1.00.
- 2.—Proofs of The Deluge and the Upheaval of Asia and subsidence of the Pacific Continent ... \$1.00.
- 3.—The Real Situation of the Cradle of the Human Race ... \$1.60.
- 4.—China in time of The Deluge, and the Origin of Crustaceans of Tahn Lake.
- 5.—Historical, Geological, and Scientific proofs of the Bible Record of "Eden" and the "Flood" ... \$1.60.
- 6.—Origin of Loess deposits of the World. Fallacy of the four "Great Ice Ages."
- 7.—Solution of "The Dark Mystery of the East." Origin of Ancient Human Bones of Mexico ... \$1.60.
- 8.—What was the colour of our Primitive Ancestors? ... \$1.60.
- 9.—The Real Mountains of Ararat ... \$1.60.
- 10.—Life of the Author by CHESNEY DUNCAN ... \$1.60.

KELLY & WALSH, LIMITED.
HONGKONG.

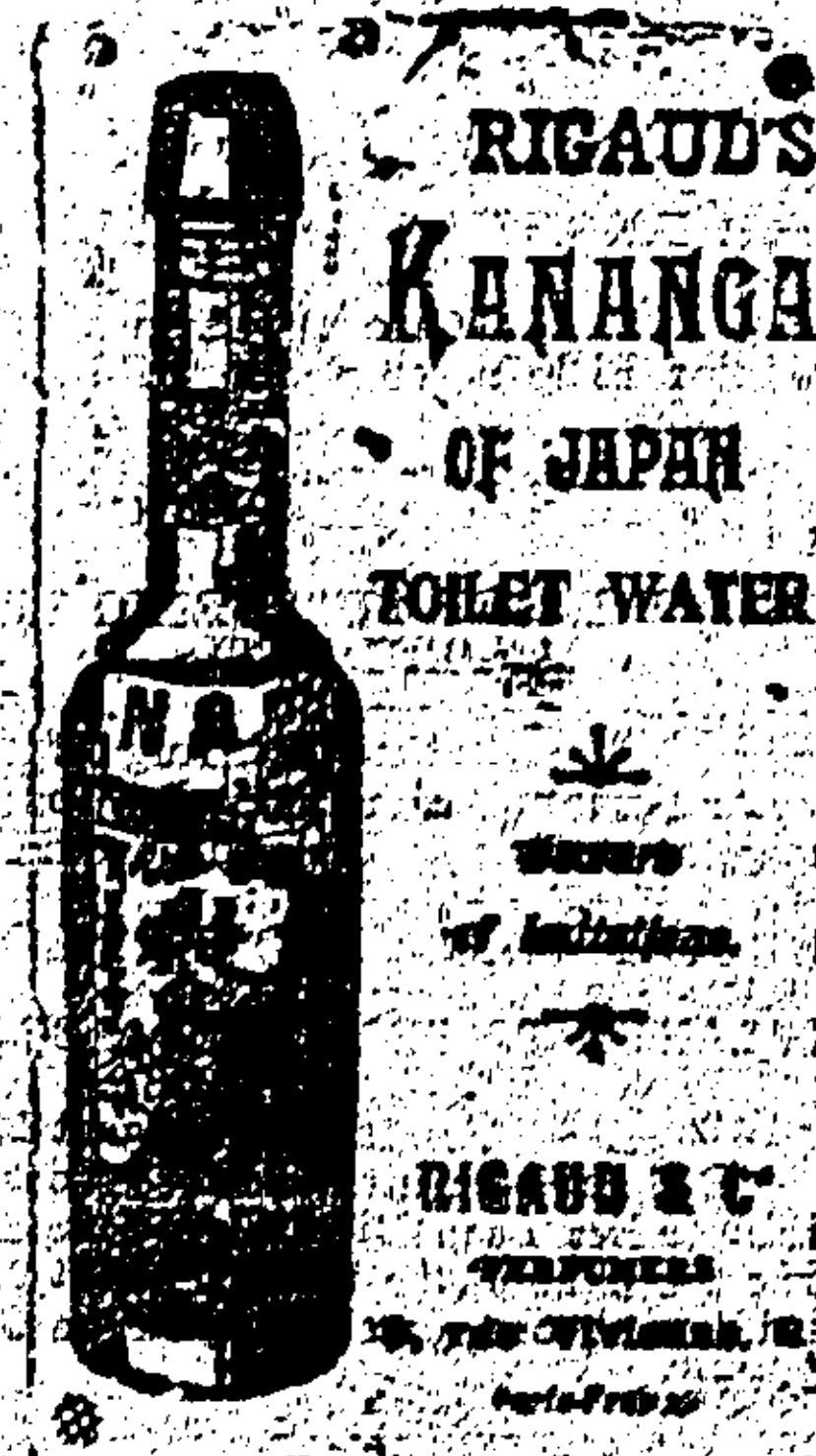
A Fascinating Hobby

is picture-taking. If you haven't tried
it yet, begin TO-DAY. What else
records Life so faithfully as
photographs? So faithfully that
it seem almost to keep back
the Finger of Time.
Let us show you the
HOW.

A TACK & Co.

25, DES VEXES ROAD,

CENTRAL.



WHERE TO STAY WHEN VISITING HOME.

BASIL STREET HOTEL.

KNIGHTSBRIDGE, LONDON, S.W. 3.

Run by the owner, has the best situation, and is First Class. One minute's walk from HANOVER, HYPER PARK, and SLOAN STREET, 100 Bedrooms with Hot and Cold water, ample Bathrooms, pleasing Restaurant and Lounges, Luggage stored for any period, also room for sorting and packing. "En Pension" terms from 25/6, Double rooms without food from 25/- Single from 11/6, Baths included. Excellent Cuisine.

Knightsbridge Station is in the building from which any part of London is reached in a few minutes.

Telegrams: "SPOTLESS," LONDON.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.

2nd September.

1st Class Fare to Singapore:—\$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYR

Telephone No. 1574.

Agents.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

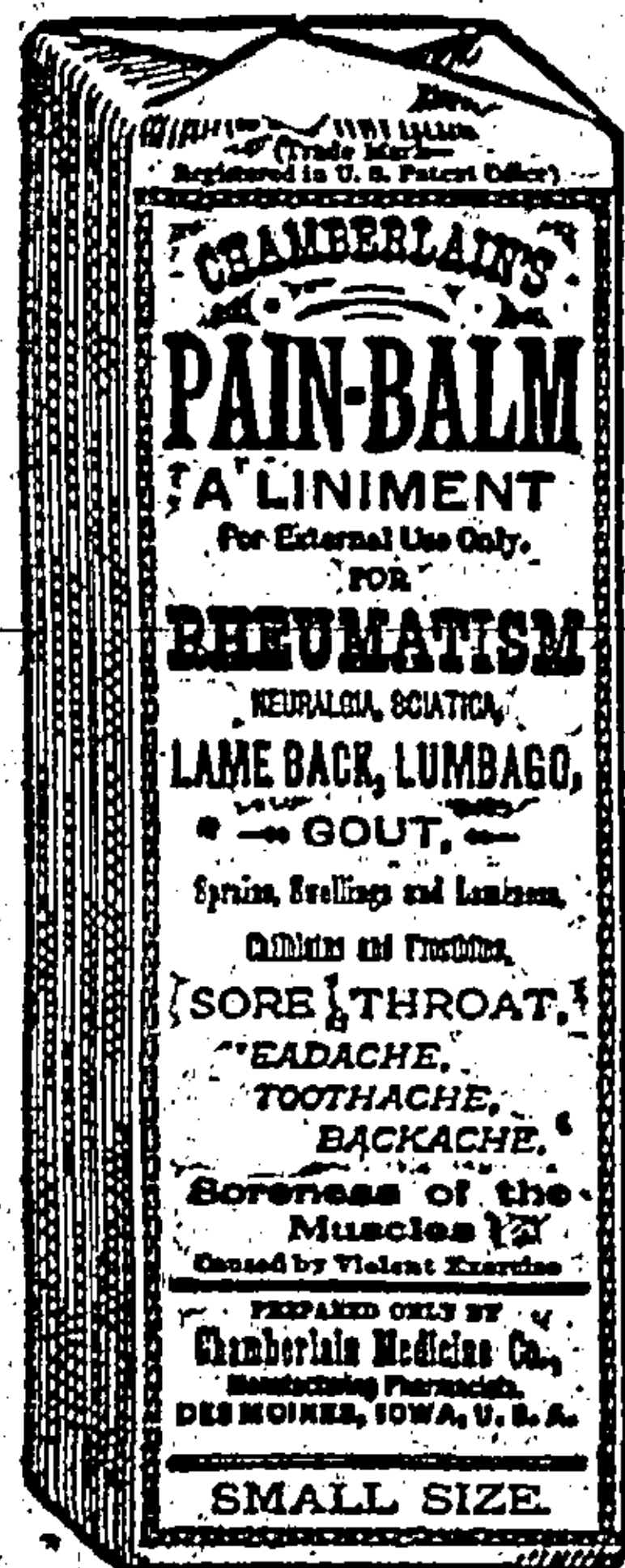
Lim(TSO.

TOKYO, JAPAN.

SOLE AGENTS.

MITSUBI BUSSAN KAISHA LTD.

HONGKONG.



Rubber Cushion

Clasps Cannot

Tear the Hose

The rubber cushion clasp holds the hose between rubber and rubber and that is an exclusive feature found only in the

PARIS GARTERS

grip the hose so surely—no security—without the slightest inconvenience to the wearer or possibility of tearing the hose.

That is one of the famous five reasons why Paris Garters are so generally worn by well dressed men the whole world over—and the other four reasons are just as good.

But be SURE that they are Paris Garters. An imitation is more than apt to disappoint you, and you can avoid that by taking care. All haberdashers sell Paris Garters in double and single hose grips and in either cotton or silk—insist on getting the genuine.

A. STEIN & COMPANY
Makers—Chicago, U. S. A.
Distributors:
Muller & Phipps (Asia), Ltd.
Hong Kong

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1931.

Revised by the Members.

PRICE \$5.

HOANGKONG OFFICE.

LONDON SELLING AGENTS

TEA, INDIGO, FIBRES, BRISTLES, OILSEED, HIDES & SKINS, RUBBER, DRUGS, COTTON, WOOL, GUMS, AND GENERAL PRODUCE.
Sold on commission in British and Continental Markets.
Samples valued.
Best ports for consignments in disking.
KEYMER, SON & CO.,
(Import Dept.)
Telegrams: "Keymer, London" Ext. 1844

U.S. BURDEN OF TAXATION.

"THE MARNE OF FINANCE."

[FROM "THE TIMES" CORRESPONDENT.]

WASHINGTON, July 7th.
It is more than ever unlikely that the Ship Subsidy Bill will be passed at this session of Congress. When the President returns to Washington to-day he will be told by the Senate leaders that political reasons make the enactment of the Tariff and Soldiers' Bonus Bills imperative, and that time will be lacking for consideration by the Upper House of the situation of the merchant marine—the more so since opposition to the subsidy clauses of the Bill and the complication introduced by the amendment prohibiting the sale of liquor on American ships would inevitably protract the debate.

There are even some Republicans who doubt the wisdom of the passage of the Soldiers' Bonus Bill at this time. Mr. Harding has said he would veto it unless in the measure itself means for raising the necessary revenues were provided, and he has suggested the imposition of a sales tax. This is extremely repugnant to Congress, and the alternative suggestion, is now made that initial cash payments amounting to, say, \$75,000,000 [nominally twenty-five million sterling] should be made from current revenues, reliance then being had on the receipt of interest on Allied war debts, and notably on the British payment due in October, to meet subsequent demands. Only by deliberately ignoring the advice of the Secretary of the Treasury, Mr. Mellon, could he at present accept this suggestion, and this he is unlikely to do. So the possibility of a conflict between him and Congress on the eve of the election, with all that this would involve in affecting the issue at the polls, is added to the perturbations of the politicians.

Senator Borah, of Idaho, struck into this situation yesterday in a speech of great power and ability. There was not, he said, a single item on the legislative programme which did not increase the taxes of the people of the United States, and he referred specially to the soldiers' bonus, the ship subsidy, the proposal to create twenty-four new Federal Judges, the suggested loan of five million dollars to Liberia—and all this "at a time when the people of the United States are bled to the white, when they are absolutely without money to initiate new enterprises and when the great reclamation projects of the West are standing as they have stood for the last seven or eight years."

"The time will come," he said solemnly, "when the United States will have to stand, as it were, at the Marne on this question of preserving financial civilization. The time may come when our reserves, economic and financial, will have to be called upon as our reserve of man power was called upon in 1917. The nation which will lead in future, which will control and dominate, will not be a nation of armies, not a nation of navies, but a nation of economic power, of prosperity at home, of financial reserves."

He spoke not only of the staggering volume of expenditure contemplated by legislation, but of its character. "Even in this comparatively new land of ours we have already reached the era of embargoes, subsidies, gratuities, and bonuses," and the nation whose citizenship has thus been "drugged and debauched has entered upon a road over which no nation has ever yet beat a successful retreat." Is there any doubt, he asked, that there is a political revolution in this country? "We may not feel it in all its effects here in Washington, but it has reached us here. The people are resentful of the fact that promises to lift their burdens have not been kept. Business men are actually borrowing money to pay their taxes. I have examined lists in ten of the great agricultural States, and find thousands of farms for sale for taxes." And it was when such conditions confronted the country that Congress proposed to lay upon it additional burdens amounting to nobody knew how many billions.

AUSTRALIAN COTTON PROSPECTS.

VAST POSSIBILITIES.

Australians are just beginning to realize the enormous possibilities of cotton production in their Commonwealth. Lord Forster, the Governor-General, addressing commercial travellers at their annual dinner, advised them to talk cotton "on the road" and everywhere.

The Governor-General said that Great Britain spent £200,000,000 yearly on raw cotton, and he saw no reason why a large proportion of that should not be spent in Australia. Australia imported £10,000,000 worth of cotton goods. He saw no reason why Australia should not manufacture all the cotton goods she wanted and export extensively to the East. Queensland experiments had shown that cotton could be grown in every State in the Commonwealth. The figures supplied to him showed that a new settler could, within five to seven months after sowing, derive a profit of £15 to £40 an acre from a small acreage.

"Think of what that would mean to a new settler, to the tide of immigration which Australia needs," Lord Forster said. The quality of Australian cotton was supremely good; it was twenty-five to fifty per cent. better than American, which was the world's standard, and he added, "I am informed that the yield per acre in Queensland is considerably in excess of the American yield." All the land from Newcastle to Queensland, in the southern irrigation districts of New South Wales and in the irrigation districts of Victoria and South Australia and in the Kimberley belt of West Australia, was well adapted to the growing of the best cotton. Lord Forster took his seat amid great cheers, the audience well pleased with the freshness and vigour of his eloquence.

NOTICES TO CONSIGNEES

THE BEN LINE OF STEAMERS, LTD.
FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

The Steamship "RENVORLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st Sept., or they will not be recognized.

THE Motor Vessel

"GLENADE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st Aug., 1932, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 21st Aug., 1932, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th August, 1932. 11355

CUTICURA HEALS SCALP TROUBLE

Suffered Six Months. Hair Came Out In Combs.

"I suffered from scalp trouble for nearly six months. The crown of my head burned and my hair always seemed damp. My hair came out in combs, and the irritation caused me many restless nights."

"I was advised to try Cuticura Soap and Ointment and sent for a free sample. After a few days' use the burning ceased. I bought more and after using one cake of Soap and one tin of Ointment I was healed." (Signed) William J. Thomas, 55, High St., Pembroke Dock, So. Wales, June 11, 1931.

For hair and skin health Cuticura Soap and Ointment are supreme. Soap 1s. Ointment 1s. 3d. and 2s. 6d. Sold everywhere. Free sample sent on request. Write to: Cuticura, Dept. 5, P.O. Box 100, New York, N.Y. U.S.A. or to: Cuticura, Dept. 5, P.O. Box 100, London, W.C.2, England.

23-7

When in doubt about your eyes

or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD, CENTRAL,

Hongkong.

1297

WIRELESS BOOM AT HOME.

The extent to which wireless telephony has caught the public imagination is indicated, says a home paper, in the fact that two new popular periodicals are being issued devoted to the subject. Big stores have established departments for the apparatus, from four guineas upwards. It is expected that thousands of private instruments will be installed all over the kingdom as soon as the Government's broadcasting rules are issued. Nine thousand licences have already been issued.

LABEL ACTION BY EX-KAISER.

The Berlin correspondent of the Times says it is announced that the ex-Kaiser is proceeding against the newspapers Gotha Volksfreund and Durmuid Anzeiger for publishing articles giving a false account of an incident on the Kaiser's Norwegian tour in July, 1907, when Lieut. Von Hahnke lost his life in a cycling accident on the Stalheim Road. The articles contain a report widely current at the time, that Hahnke received a push from the Kaiser and answered it by giving the Kaiser a black eye. Hahnke was arrested and sentenced to death by a court martial, but was allowed as an act of grace to commit suicide by means of a cycling accident. (An official report issued on 11th July, 1907, stated that part of the signing of the mast on the yacht Hohenzollern fell and struck the Kaiser on the left eye as he was standing on the deck. A stone mark the spot where the officer fell over the cliff).

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILLINGS, SUBJECT TO ALTERATION

STRAITS & CALCUTTA	"LAISANG"	Saturday, 19th Aug.	3 p.m.
TSINGTAU via SWATOW	"FAUSANG"	Tuesday, 22nd Aug.	Noon.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday, 22nd Aug.	Noon.
HAIPHONG via HOIHOW	"LEESANG"	Wednesday, 23rd Aug.	D.L.
TSINGTAU via SWATOW	"HOFSANG"	Thursday, 24th Aug.	Noon.
MAHILA	"YUENSANG"	Friday, 25th Aug.	3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Friday, 25th Aug.	5 p.m.
TSINGTAU via SWATOW	"KONGSANG"	Tuesday, 29th Aug.	Noon.
STRAITS & CALCUTTA	"HOSANG"	Tuesday, 29th Aug.	Noon.
TIENSIN	"CHIPSANG"	Thursday, 31st Aug.	Noon.
Kobe	"KUMSANG"	Thursday, 31st Aug.	Noon.
SANDAKAN	"HINSANG"	Tuesday, 5th Sept.	Noon.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued. Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday, calling at Hoihow when convenient.

BOERNEO LINE—Fortnightly sailings to and from Sandakan by two 3,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken through Bills of Lading for Kadat Jesselton, Labuan, Tawau and Lahad Datt.

TIENSIN LINE—a regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo. A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

i.e. "LAISANG" will be despatched on or about Saturday, 19th Aug., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SEIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Discharge	Due Hongkong
"GLENARIFFE"	23rd Aug.	30th August
"GLENAMORY"	2nd Sept.	15th September
"GLENGLUE"	2nd Sept.	23rd September

HOMEWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENSHANE"	23rd Aug.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENGLUE"	2nd Sept.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"PEMBROKESHIRE"	2nd Sept.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 22 and 2696



JAPAN COAL

AND GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

MARTIN'S APOLLO STEEL PILLS
A French Pharmacy has all preparations...
MARTIN'S APOLLO STEEL PILLS

BEEHIVE la-rola
YOUR SKIN AND COMPLEXION
M. BEETHAM & SON, CHILTERNHAM, ENGLAND.

SHIPPING NEWS

ARRIVALS.

August 17th.

TAI PING, Chinese str., 313 tons, Capt. Lam Ng Wai, from K. C. Wan, with a general cargo.—Wai Hing & Co.

Chingai Maru, Japanese str., 655 tons, Capt. S. Yamashita, from Haiphong, with salt.—Suzuki & Co.

Zeusang, British str., 1,222 tons, Capt. S. Fiedelien, from Shanghai, with a general cargo.—J.M. & Co.

Heitor, British str., 3,000 tons, Capt. Christie, from Liverpool, with a general cargo.—B. & S.

Jaon, British str., 4,500 tons, Capt. E. Bactens, from Shanghai, with a general cargo.—B. & S.

Wai Kang, British str., 2,897 tons, Capt. J. W. Riddick, from Daire, with coal.—H. M. H. Ngimaw.

Suei On, Chinese str., 391 tons, Capt. Wong Kwai, from Swatow, with a general cargo.—Lee Fat.

Typhoon, Dutch str., 2,411 tons, Capt. L. Weide, from Balikpapan, with a general cargo.—J.C.L.

August 18th.

Africa Maru, Japanese str., 3,000 tons, Capt. K. K. Tashiro, from Shanghai, with a general cargo.—O.S.K.

Amazona, French str., 2,464 tons, Capt. Kerjean, from Marseilles, with a general cargo.—Messageries Maritimes.

Grogan, French str., from Canton.

Huamun, British str., 641 tons, Capt. C. E. Buge, from Haiphong, with a general cargo.—Po Shan S.S. Co.

Huachon, British str., 1,222 tons, Capt. J. S. de Wolf, from Weihaiwei, with a general cargo.—B. & S.

Haltia, British str., from Canton.

Huachon, Chinese str., 2,735 tons, Capt. Whitbust, from Shanghai, with a general cargo.

Kaiyo Maru, Japanese str., 2,015 tons, Capt. T. Matsushige, from Keelung, with coal and general cargo.—O.S.K.

Shanghai, Chinese str., 297 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Po On S.S. Co.

Suei On, Chinese str., 391 tons, Capt. K. Jenkins, from Shanghai, with a general cargo.—Mackinnon & Co.

Taiwan, British str., 1,222 tons, Capt. H. Stockwell, from Japan, with a general cargo.—Mackinnon & Co.

Taiwan Maru, Japanese str., 4,342 tons, Capt. K. Horioka, from Singapore, with a general cargo.—N.Y.K.

CLEARANCES.

August 18th.

Amoy, for Shanghai.

Chongchong, for Weihaiwei.

Chingai Maru, for Canton.

Fuzhou, for Canton.

Jaon, for Saigon.

Kaiyo Maru, for Swatow.

Kaiyo Maru, for Keelung.

Loungpoo, for Manila.

Manila Maru, for Singapore.

Phuquang, for Saigon.

Shanghai, for K. C. Wan.

Singapore, for Singapore.

Singapore Maru, for Swatow.

Taiwan Maru, for Nagasaki.

Taiwan Maru, for Shanghai.

Taiwan, for Shanghai.

PASSENGERS.

Per N.Y.K. ss. **Taiwan Maru**, on August 18th: Miss E. Daking, Mr. R. J. Bartoh, Mr. F. Gomes, Miss Gomes, Mr. and Mrs. S. Myer, Mr. and Mrs. H. H. McNeen, Mrs. A. Woolcott, Miss F. Woolcott, Miss E. H. Cook, Miss E. Hardy, Mrs. E. R. McHenry, Mr. S. F. Dore, Miss E. E. H. O'Brien, Mr. W. Cook, Mr. and Mrs. Dore, Mr. V. H. Dore, Miss A. Pratt, Miss B. Pratt, Mr. and Mrs. S. J. Mitchell, Miss V. Bailean, Mrs. M. Jolley, Mr. J. H. Ehlers, Mr. G. H. Hensley, Mr. and Mrs. Dunn, Miss M. Malda, and many Japanese passengers.

VESSELS EXPECTED.

Atsuta (Blue Funnel), due September 1st.

Antiochus (Blue Funnel), due August 21st.

Awa Maru (N.Y.K.), due August 27th.

Empress of Asia, due August 21st.

Empress of Australia, due August 21st, at 8 a.m.

Gorgon (C.M.), due August 21st, at 11 a.m.

Hylon (Blue Funnel), due September 10th.

Jaon (Swedish), due August 22nd.

Loungpoo (Blue Funnel), due August 24th.

Mentor (Blue Funnel), due August 19th.

Orestes (Blue Funnel), due Sept. 10th.

Taihybus (Blue Funnel), due August 31st.

Taiwan Maru (N.Y.K.), due August 23rd.

Typhoon (Blue Funnel), due September 13th.

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.					
1922.					
Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	W.L. Aug. 16.	W.L. Aug. 17.	W.L. Aug. 18.
Wuchow, W. River	+79.50	-2.43	47.89		
Kongmoon, W. River	+14.70	-0.80	10.40	9.90	
Lingchow, N. River	+57.00		9.00	11.00	
Samah, N. River	+27.35	-5.00	17.60	16.70	
Shakung, E. River	+15.15	-0.88	2.50	2.90	

Engineer-in-Chief.

SHIPPING NOTES.

The East Asiatic Company's motor-ship **Ringov** has arrived at Bangkok to take up a regular run between Bangkok, Swatow and Hongkong. She is of 2,800 tons gross register.

The **Halvard**, a British steamer of 1,217 tons, commanded by Captain Spittle, arrived at Bangkok from Swatow on the 8th inst., two days overdue. Captain Spittle stated that soon after leaving Swatow the vessel ran into heavy weather—very high seas and a terrific gale—but owing to the seaworthiness of the ship no damage was done, and no lives lost. The **Halvard** had on board 120 deck passengers and a crew of 80, and carried a general cargo.

According to a home paper good progress is being made at Birkenhead with the construction of the P. & O. **Maldonia**, on which about 1,500 men are engaged. The ship, which is of the Company's intermediate type and is intended for mail, passenger and cargo service between London and Australia, by way of Colombo, is of 15,500 tons gross, and will be the first completed of a group of four. The others—on the Tyne and the Leg—were the **Montana**, the **Maldia** and the **Montana**. The old **Maldia** was of only 9,000 tons, and had twin screw reciprocating engines and two funnels, while the new vessel, although 80 much larger, will require only one funnel for the funnels and boilers which will supply steam for her twin screw double-reduction geared turbines. The **Maldia** is due in Colombo on November 10th, on her maiden voyage to Australia.

RECORD SHIP WIRELESS.

A radiotelegram received in Australia on July 15th by Amalgamated Wireless, Ltd., from the senior wireless officer on the steamer **Montana Bay** stated that the vessel was then two days west of Colombo bound for Suva and still in direct wireless communication with Perth radio. The distance is approximately 3,500 miles, and represents record working for a ship trading between Australia and the United Kingdom via Suva. The **Montana Bay** carries an Australian-made wireless installation which was shipped by the Amalgamated Wireless Co. to the United Kingdom, and fitted before the vessel left the builder's hands.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Address	From
Mimote	Tokio
Kiyoshi Miyayoshi Nihonsoku	Nagasaki
Kinsen Steamer Company Ewo Shanghai	Measapier for Sankinyu, chauffeur, Chitola, An-teleon
3057	Shanghai
Makwai, Pingou Hotel	Peking
8555	Yokohama
Wingcum, Guilin, Victoria Street	Yokohama
Liuyimchi, No. 7, Lanqiaotai	Shanghai
Doungygyo Dakdase Yelling	Shanghai
8544	Peking
Kwongshuncheong	Yokohama
Chinam	Amoy
Yatsu, Tatsang	Shanghai
Kocheng, c/o Great Eastern Hotel	Amoy

WEATHER REPORT.

August 18th, at 12.45.—Warning to Hongkong, Coast Ports, &c.—Typhoon in Lat. 22 deg. N. Long. 125 deg. E. moving North, position uncertain.

August 18th, at 11.58.—Pressure has decreased considerably at Vladivostok, moderately over N.E. Japan, and slightly in central districts.

The Japanese anticyclone is moving eastward. At 6 a.m. this morning the typhoon appeared to be in about Lat. 23 deg. N. and Long. 128 deg. E. moving northward, though doubtful observation from Naha marks the position uncertain.

Hongkong rainfall for the 24 hours ending at 10 a.m. 18th August, 0.07 inch. Total since January 1st, 43.80 inches, against an average of 60.65 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong to Cap Rock { N. or variable winds, moderate, fair.

Formosa Channel { N.W. winds, moderate.

South coast of China between { The same as Hongkong and Lamook { No. 1

South coast of China between { E. winds, moderate. Hongkong and Hainan

HONGKONG TIDE TABLE.

From August 19th to 25th, 1922.

HIGH WATER		LOW WATER	
Days of Week.	Days of Month.	Days of Week.	Days of Month.
Sat.	19	Sat.	19
Sun.	20	Sun.	20
Mon.	21	Mon.	21
Tues.	22	Tues.	22
Wed.	23	Wed.	23
Thur.	24	Thur.	24
Fri.	25	Fri.	25

SHIPPING MOVEMENTS.

The R.M.S. **Empress of Russia** arrived at Kobe on August 17th, at 4 p.m., and left at 8 p.m. She is due at Yokohama to-day (August 19th), at 6 a.m.

The P.M. ss. **President Lincoln** arrived at Manila on August 17th and was to sail for Hongkong yesterday, arriving here early Sunday morning, August 20th.

The N.Y.K. ss. **Wakasa Maru** (Bomby line) left Kobe for Hongkong via Moji on August 17th, and is expected here on August 24th.

CHURCH SERVICES.

St. John's Cathedral, Hongkong: 24th August, 1922, 10th Sunday after Trinity. Holy Communion (7.50 a.m.), Children's Service (10 a.m.); Hymns, 349, 250, 338; Matins (11 a.m.); Responses, Ferial; Venite, Barby (31); Psalms, 13 Goss, 54 Wickes; Te Deum, Galshey, Tule, Talle (2nd day); Benedictus, Bennett (Sordervaning); Anthem, "No Shadows Yonder" (Goss); Hymn, 212. N.E.—Psalm 45, verses 1, 2, 3 in unison. Psalm 54, verses 1, 2, 3 in unison. Hymn 212, verses 1, 2 in unison. Holy Communion (12 noon), Evensong (3 p.m.); Responses, Ferial; Psalm, 51; Ferial; Magnificat, Smart; Nunc Dimittis, Wickes (10th evening); Hymns, 254, 207, 21. N.E.—Psalm 51, verses 1, 3, 14, 18 in unison. Hymn 254, verses 1, 3, 14 in unison. Hymn 212, verses 1, 4 in unison. Hymn 21, verses 1, 4 in unison.

Peak Church—Holy Communion (8.15 a.m.) Evensong (8 p.m.)

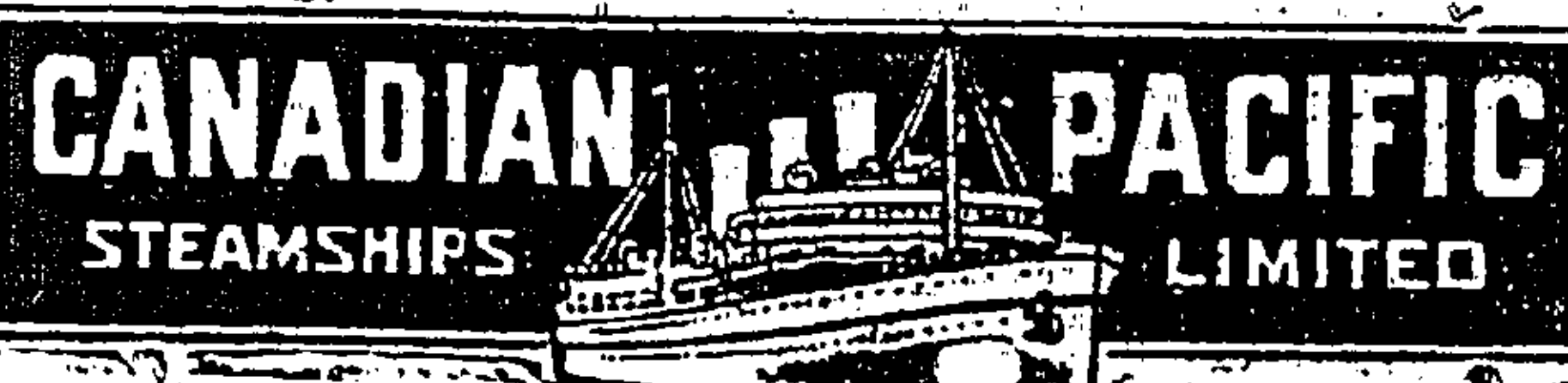
Union Church (Kennedy Road)—Sunday Services, August 20th. Morning Service at 11 a.m. Evening Service at 6 p.m.

Preacher—Rev. J. Kirk Macdonald. Collection for the Presbyterian Mission, Swatow District, which has sustained great losses through the typhoon. Friends unable to attend are invited to send in contributions. [114]

First Church of Christ Scientist, MacDonnell Road, below Bwan Road, Train Station. Sunday, 11.15 a.m. Wed. noon 5.45 p.m. [193]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT	APPLY TO	TO BE DESPATCHED
LIVERPOOL via Marseilles & Valencia	Bengal Maru	Jap.	Nippon Yusen Kaisha	On 17th Sept.	On 17th Sept.
HONGKONG & NEW YORK via Suez	City of Bagdad	Brit.	The Bank Line Limited	On 25th inst.	On 25th inst.
NEW YORK & BOSTON	Slavic Prince	Brit.	Price Line	End of Sept.	End of Sept.
SAN FRANCISCO via SHANGHAI & H.K.	Apus	Am.	Struthers & Barry	On 23rd inst.	On 23rd inst.
SAN FRANCISCO via SHANGHAI & H.K.	President Lincoln	Am.	Pacific Mail S.S. Co.	On 23rd inst.	On 23rd inst.
VICTORIA & VANCOUVER, B.C. via SHANGHAI & H.K.	China	China	China Mail S.S. Co., Ltd.	On 16th Sept.	On 16th Sept.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI & H.K.	Empress Australia	Brit.	Canadian Pacific O.S. Ltd.	About 24th inst.	About 24th inst.
VICTORIA, VANCOUVER, SEATTLE & TAGOMA	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at 11 a.m.	On 18th inst., at 11 a.m.
VICTORIA, VANCOUVER, SEATTLE & TAGOMA	Africa Maru	Brit.	Butterfield & Swire	On 23rd inst.	On 23rd inst.
VANCOUVER via SHANGHAI & H.K.	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 23rd inst.	On 23rd inst.
MANSEILLES via SHANGHAI & H.K.	Amboise	Brit.	P. & O. B. I. & A. L.	About 22nd inst.	About 22nd inst.
MANSEILLES via SHANGHAI & H.K.	Ramo Maru	Jap.	Nippon Yusen Kaisha	On 19th inst., at Noon.	On 19th inst., at Noon.
MANSEILLES via SHANGHAI & H.K.	Tesou	Brit.	Butterfield & Swire	On 23rd inst.	On 23rd inst.
MANSEILLES via SHANGHAI & H.K.	Glenahane	Brit.	Butterfield & Swire	On 21st inst.	On 21st inst.
MANSEILLES via SHANGHAI & H.K.	Ningchow	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst.	On 23rd inst.
MANSEILLES via SHANGHAI & H.K.	Zosma	Dut.	Butterfield & Swire	On 4th Sept.	On 4th Sept.
MANSEILLES via SHANGHAI & H.K.	City of Manchester	Brit.	Java-China-Japan-Lijn	On 30th inst.	On 30th inst.
MANSEILLES via SHANGHAI & H.K.	Macedonia	Brit.	The Bank Line, Ltd.	On 23rd inst.	On 23rd inst.
MANSEILLES via SHANGHAI & H.K.	Wakasa Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst.	On 23rd inst.
MANSEILLES via SHANGHAI & H.K.	Laisang	Brit.	Jardine, Matheson & Co., Ltd.	On 19th inst., 3 p.m.	On 19th inst., 3 p.m.
MANSEILLES via SHANGHAI & H.K.	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 2nd Sept.	On 2nd Sept.
MANSEILLES via SHANGHAI & H.K.	Tracia	Brit.	Dodwell & Co., Ltd.	About 5th Sept.	About 5th Sept.
MANSEILLES via SHANGHAI & H.K.	Kailong	Brit.	Butterfield & Swire	On 23rd inst., at D.L.	On 23rd inst., at D.L.
MANSEILLES via SHANGHAI & H.K.	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About 31st inst.	About 31st inst.
MANSEILLES via SHANGHAI & H.K.	Honni Maru	Jap.	Yamashita Kisen Kaisha	About 31st inst.	About 31st inst.
MANSEILLES via SHANGHAI & H.K.	Hiansang	Jap.	Jardine, Matheson & Co., Ltd.	On 19th Sept., at Noon.	On 19th Sept., at Noon.
MANSEILLES via SHANGHAI & H.K.	Tango Maru	Jap.	P. & O. B. I. & A. L.	On 19th Sept., at 11 a.m.	On 19th Sept., at 11 a.m.
MANSEILLES via SHANGHAI & H.K.	Eastern	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst., at Noon.	On 23rd inst., at Noon.
MANSEILLES via SHANGHAI & H.K.	Fansang	Jap.	Nippon Yusen Kaisha	About 1st Sept.	About 1st Sept.
MANSEILLES via SHANGHAI & H.K.	Tayohashi Maru	Jap.	Messageries Maritimes	About 19th inst.	About 19th inst.
MANSEILLES via SHANGHAI & H.K.	Angkor	Fren.	P. & O. B. I. & A. L.	On 23rd inst.	On 23rd inst.
MANSEILLES via SHANGHAI & H.K.	Kalyan	Brit.	Dodwell & Co., Ltd.	About 19th inst.	About 19th inst.
MANSEILLES via SHANGHAI & H.K.	Tracia	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst.	On 23rd inst.
MANSEILLES via SHANGHAI & H.K.	Kumsang	Brit.	Java-China-Japan-Lijn	About 23rd inst.	About 23rd inst.
MANSEILLES via SHANGHAI & H.K.	Taiwan	Dut.	Ozaka Shosen Kaisha	On 1st Sept.	On 1st Sept.
MANSEILLES via SHANGHAI & H.K.	Buho Maru	Jap.	Java-China-Japan-Lijn	On 27th inst.	On 27th inst.
MANSEILLES via SHANGHAI & H.K.	Tijkembang	Dut.	Jardine, Matheson & Co., Ltd.	On 23rd inst., at Noon.	On 23rd inst., at Noon.
MANSEILLES via SHANGHAI & H.K.	Chaksang	Brit.	Butterfield & Swire	On 23rd inst., at 1 p.m.	On 23rd inst., at 1 p.m.
MANSEILLES via SHANGHAI & H.K.	Chakang	Brit.	Douglas Lapraik & Co.	On 23rd inst., at 1 p.m.	On 23rd inst., at 1 p.m.
MANSEILLES via SHANGHAI & H.K.	Haiching	Brit.	Douglas Lapraik & Co.	On 23rd inst., at 1 p.m.	On 23rd inst., at 1 p.m.
MANSEILLES via SHANGHAI & H.K.	Haichong	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst., at 3 p.m.	On 23rd inst., at 3 p.m.
MANSEILLES via SHANGHAI & H.K.	Yuenyang	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst.	On 23rd inst.
MANSEILLES via SHANGHAI & H.K.	Beaport	Am.	Struthers & Barry	On 19th inst., 10 a.m.	On 19th inst., 10 a.m.
MANSEILLES via SHANGHAI & H.K.	Tea	Brit.	Butterfield & Swire	On 19th inst., 10 a.m.	On 19th inst., 10 a.m.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From	Arrive	From	Arrive
Hongkong	Vancouver	Canada	England
Empress Australia	Sept. 12	Sept. 12	Sept. 12
Empress Scotland	Sept. 19	Sept. 19	Sept. 19
Empress Asia	Sept. 25	Sept. 25	Sept. 25
Empress Canada	Sept. 21	Sept. 21	Sept. 21
Empress Russia	Oct. 5	Oct. 5	Oct. 5
Empress Australia	Oct. 19	Oct. 19	Oct. 19
Empress Asia	Nov. 2	Nov. 2	Nov. 2

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 752. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FAIRE TO EUROPEAN PORTS

Minimum Rate U.S. \$277.07

Maximum Rate U.S. \$320.50

First Class Accommodation Throughout

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

via Manila, Nagasaki, Yokohama and Honolulu.

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

via Manila, Nagasaki, Yokohama and Honolulu.

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

via Manila, Nagasaki, Yokohama and Honolulu.

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

via Manila, Nagasaki, Yokohama and Honolulu.

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

via Manila, Nagasaki, Yokohama and Honolulu.

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

via Manila, Nagasaki,

ELLERMAN LINE

WILLERMAN & BUCKNALL S.S. CO. LTD.
FREIGHT & PASSENGER SERVICE

OUTWARDS.

S.S. "CITY OF SYDNEY" ... 27th Aug. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF MANCHESTER" ... 28th Aug. ... Marseilles, London, Antwerp & Hamburg.
S.S. "CITY OF FLORENCE" ... 6th Sept. ... London, Antwerp, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passenger rates apply to—

THE BANK LINE LTD.

By Ship & Co., Canton

General Agents.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong

S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th August.
S.S. "TITAN" ... via Suez Canal ... 5th Sept.
S.S. "CITY OF LINCOLN" ... via Suez Canal ... 15th Sept.
S.S. "CITY OF BRISTOL" ... via Suez Canal ... 25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE LTD. HONGKONG

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. SHIRE & CO. CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
Destinations, Steamers & Displacement, Sailing Dates.

SHANGHAI, KOBÉ, YOKOHAMA ... "ANGKOR" ... 15,000 ... On or about 1st Sept.

MARSHALLS, via HAL PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, AMBOISE ... 15,000 ... On or about 22nd Aug.
"CORDILLERE" ... 11,000 ... On or about 5th Sept.
"AMAZONE" ... 11,000 ... On or about 19th Sept.
"ANGKOR" ... 15,000 ... On or about 3rd Oct.
"ANGERS" ... 15,000 ... On or about 17th Oct.

COMMERCIAL LINE

HARVE, DUNKIRK & ANTWERP

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc. apply to

COGNITION-TRANSIT-REPRESENTATION:

Telephone 748.

A. JORDAN, Acting Agent, Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fans in staterooms, Slices and Excellent Cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIPHONG ... Capt. J. B. Thomson ... 22nd Aug. ... at 1 p.m.
HAIKONG ... Capt. W. C. Thomson ... 25th Aug. ... at 1 p.m.
HAIPOONG ... Capt. W. C. Turnbull ... 29th Aug. ... at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO., General Manager.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 21st Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZU MARU" ... on or about 21st Aug.

For further particulars, please apply to—

S. MITARAI, Agent.

Branch Office:

No. 17, Nathan Road, West.

Tel. No. 140.

Top Floor, King's Building.

Tel. No. 140.

P. & O., British India Apcar and Eastern & Australian Lines

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRANS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SICILIA"	6,702	19th Aug. Noon	Spain, Penang, Colombo & Bombay
"JEYPORE"	6,213	25th Aug.	Marseilles, London & Antwerp.
"DEVANHA"	6,028	25th Aug.	do.
"NOVARA"	6,830	19th Sept.	do.
"MACDONIA"	10,519	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,387	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,066	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARNATA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASGAR"	8,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	10th Jan. 1924	do.
"SARDINIA"	6,680	24th Jan.	do.
"NELLORE"	6,883	7th Feb.	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA" ... 6,956 ... 18th Aug. ... 3 p.m. ... Calcutta via Singapore & Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" ... 4,000 ... 21st Aug. ... Manila, Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"TORILLA" ... 5,205 ... 27th Aug. ... Japan, Shanghai & Japan.
"KALYAN" ... 8,387 ... 28th Aug. ... do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the tickets of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Passenger Messengers not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc. apply to—
Cargo only.

MACKINNON, MACKENZIE & CO.

22, Des Vaux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP MARSEILLES—

Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers to Europe) Saturday, 16th Sept.

Buenos Aires, Rio de Janeiro, Santos, Durban &

DADE TOWN, SAIGON & SINGAPORE. PASSENGER SERVICE.

"GANDA MARU" ... 22nd Aug.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE VIA SINGAPORE.

"JAVA MARU" ... 24th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"BURBO MARU" ... 1st Sept.

CALCUTTA via SINGAPORE & RANGOON.

"KORSHU MARU" ... 24th Aug.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking

cargo to OCELAND, PORTLAND & CANADA—Passenger Service.

"AFRICA MARU" (Continuing to Europe) ... 23rd Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco

Panama and Cuban Ports.

"HAYANA MARU" ... Tuesday, 12th Sept.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ALTA MARU" ... Sunday, (8th Sept.)

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodations for 1st and 2nd class saloon passengers.

"KALIO MARU" ... Every Sunday.

"AMATELA MARU" ... Thursday, 24th Aug.

TAKAO via SWATOW AMOY.

"SOBHU MARU" ... Thursday, 24th Aug.

Tel. No. 4080. Y. TABAUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and New York by fast freight steamers.

For BOSTON

NEW YORK

S.S. "SLAVIC PRINCE" ... End of September.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

Telephone 2165. Telegrams (Far East).

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For Amoy, Manila, Cebu & Iloilo ... "SHANGHAI" ... On 19th Aug. 10 a.m.
Amoy & SHANGHAI ... "SHANGHAI" ... On 19th Aug. 4 p.m.
SHANGHAI & TSINGTAO ... "SHANGHAI" ... On 20th Aug. 4 p.m.
SWATOW & SINGAPORE ... "SHANGHAI" ... On 20th Aug. 4 p.m.
HAIKOW, PAKHOI & HAIPHONG ... "SHANGHAI" ... On 22nd Aug. 4 p.m.
SHANGHAI & TSINGTAO ... "SHANGHAI" ... On 22nd Aug. 4 p.m.
WHAIVER, CANTON & TIENTSIN ... "SHANGHAI" ... On 22nd Aug. 4 p.m.
SWATOW & BANGKOK ... "SHANGHAI" ... On 22nd Aug. 4 p.m.
AMOY, SHANGHAI & TSINGTAO ... "SHANGHAI" ... On 22nd Aug. 4 p.m.
SHANGHAI ... "SHANGHAI" ... On 22nd Aug. 4 p.m.

SHANGHAI LINE—PASSENGER MAILS AND CARGO
Excellent Saloon accommodation, amplitudes, Electric Fans, Ice, Beer, and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through bills of lading to all Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR BANGKOK ... "THONG SAMUD" ... Aug. 22nd, 6 p.m.

For further particulars apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer ... Arr. Hongkong from Australia ... For Hongkong for Manila & Australian Ports

"TAIYUAN" ... 22nd Sept. ... 27th Sept.

"CHANGSHA" ... 19th Oct. ... 24th Oct.

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried, and a full complement of medical stores. Cargo booked through to all Australian, New Zealand & Transvaal Ports.

For Freight and passage apply to—

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

PACIFIC MAIL S.S. CO., Managing Agents,

U.S. SHIPPING BOARD EMERGENCY

FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ \$620.50 First Class

Through.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBÉ, YOKOHAMA AND HONOLULU.

Leaves Hongkong Arrives San Francisco

S.S. "PRESIDENT LINCOLN" (formerly "HOOSIER STATE") ... Aug. 22nd ... Sept. 14th.

S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE") ... Sept. 13th ... Oct. 5th.

S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE") ... Oct. 4th ... Oct. 26th.

"Sailings and Fares Subject to change without Notice."

HONGKONG-CALCUTTA SERVICE

SINGAPORE, PENANG, RANGOON AND CALCUTTA

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, NEW ORLEANS, GALVESTON, NEW YORK

S.S. "HEFFRON" ... Aug. 22nd

S.S. "VICTORIOUS" ... Aug. 24th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Office Address: "BOLANO" ... Using Building, Hongkong.

Agents: GARDNER & REES & CO.

Telephone 141.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "PERSIA" ... sailing on or about 16th September.

FOR BRINDISI, VENICE & TRIESTE

S.S. "THACIA" ... sailing on or about 16th September.

S.S. "PERSIA" ... sailing on or about 16th September.

Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMONA" ... sailing 20th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
SHANGHAI	...	19th August
SHANGHAI	...	19th August
U.S.A. & MEXICO	...	20th August
London 20th July	only	21st August
CANADA U.S.A. & MEXICO	...	21st August
SHANGHAI	...	21st August
SHANGHAI	...	21st August
SHANGHAI	...	21st August
SHANGHAI	...	21st August

OUTWARD MAILS.

For	Per	Date
Amoy	...	Saturday, 19th, 8.50 A.M.
Keelung, Shanghai, N. China, Japan and Victoria B.C.—due Victoria B.C. 17th September	...	Saturday, 19th, 9.30 A.M.
Strait, Ceylon, Bombay & Aden	...	Saturday, 19th, 10.30 A.M.
S. Africa, India via Dhannakhodi, Egypt & Europe via MARSEILLES—due MARSEILLES 20th Sept.	...	Saturday, 19th, 11.45 P.M.
Japan	...	Saturday, 19th, 1.00 P.M.
Calcutta	...	Saturday, 19th, 1.00 P.M.
Amoy	...	Saturday, 19th, 4.30 P.M.
Saigon	...	Saturday, 19th, 5.00 P.M.
Port Said	...	Saturday, 19th, 5.00 P.M.
Swatow	...	Saturday, 19th, 5.00 P.M.

Shanghai and North China	...	Sunday, 20th, 9.00 A.M.
Swatow, Amoy and Keelung	...	Sunday, 20th, 9.00 A.M.
Strait and Egypt	...	Monday, 21st, 11.30 A.M.
Keelung, Pakhoi and Haiphong	...	Monday, 21st, 5.00 P.M.
Tourane	...	Monday, 21st, 5.00 P.M.
Swatow, Amoy and Fochow	...	Tuesday, 22nd, Noon
Haiphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhannakhodi, Egypt & Europe via MARSEILLES—due MARSEILLES 20th September	...	Tuesday, 22nd, 12.45 P.M.
Wei Hai Wei, Chong and Hainan	...	Tuesday, 22nd, 2.30 P.M.
Shanghai	...	Tuesday, 22nd, 2.30 P.M.
Keelung and Haiphong	...	Tuesday, 22nd, 5.00 P.M.
Keelung, Shanghai, North C. Japan, Honolulu, Canada, U.S.A. Central & South America & EUROPE via SAN FRANCISCO—due San Fran. 14th September	...	Wednesday, 23rd, 4.30 P.M.
Bangkok	...	Wednesday, 23rd, 5.00 P.M.
Shanghai, North C. Japan, Central & South America and EUROPE via VICTORIA, B.C.—due Victoria B.C. Sept. 12th	...	Thursday, 24th, 9.00 A.M.
Swatow and Fochow	...	Thursday, 24th, 9.00 A.M.
Shanghai, N. China, Japan, Canada, U.S.A. Central & South America & EUROPE via VANCOUVER B.C.—due Vancouver B.C. Sept. 11th	...	Thursday, 24th, 11.00 A.M.
Swatow, Amoy and Fochow	...	Friday, 25th, Noon
Philippine Islands	...	Monday, 28th, 4.00 P.M.
Swatow, Amoy and Fochow	...	Tuesday, 29th, Noon

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"MENTOR" 21st AUG. London Amsterdam & Antwerp.
 "THESEUS" 4th SEPT. London Rotterdam & Antwerp.
 "RHESUS" 11th SEPT. London Rotterdam & Hamburg.
 "TEIRESIAS" 25th SEPT. London Amsterdam & Antwerp.

LIVERPOOL SERVICE

"NINGCHOW" 4th SEPT. Genoa, Marseilles, Liverpool & Glasgow.
 "HECTOR" 20th SEPT. Liverpool & Glasgow.
 "KNIGHT TEMPLAR" 2nd OCT. Marseilles, Havre & Liverpool.

PACIFIC SERVICE

"IXION" 29th AUG. Victoria, Seattle & Vancouver.
 "TALITHYBUS" 19th SEPT. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

"TITAN" 5th SEPT. via Suez.
 "PELEUS" 5th SEPT. via Suez.

PASSENGER SERVICE

"MENTOR" 21st AUG. for Singapore & London.
 "TEIRESIAS" 25th SEPT. for Singapore & London.
 FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (Sole Agents & Brokers, Ltd.), AGENTS

ASIA BANKING CORPORATION

CAPITAL U.S. \$1,000,000. SURPLUS U.S. \$1,000,000.
 Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank and the New York State Banking Department.
 Current and Savings Accounts and Fixed Deposits opened in U.S. Currency, Sterling, France, Piao and Local Currency upon application.
 Through our correspondents in all parts of the world we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES

NEW YORK

HEAD OFFICE IN THE FAR EAST:

SHANGHAI

BRANCH OFFICES:

HONGKONG, TIENTSIN, HANKOW, CANTON, HONGKONG

SINGAPORE, MANILA, SAN FRANCISCO

D. M. BIGGAR, MANAGER

COMMERCIAL OFFERING QUOTATIONS

18th August, 1922.

On London—	
Telegraphic Transfer	3/4
Bank Bill, on demand	3/8
Bank Bill, at 30 days sight	—
Bank Bill, at 4 months sight	3/7
Bank Bill, at 4 months sight	3/7 1/2
Documentary Bills & months' sight	3/7 1/2
On Paris—	
Bank Bills, on demand	735
Credits, 4 months' sight	760
On New York—	
Bank Bills, on demand	57 1/2
Credits, at 60 days' sight	59 1/2
On Bombay—	
Telegraphic Transfer	—
Bank Bill, on demand	19 1/2
On Calcutta—	
Telegraphic Transfer	—
Bank Bill, on demand	19 1/2
On Shanghai—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama—On demand	120
On Manila—On demand	115
On Singapore—On demand	110 1/2
On Ceylon—On demand	119
On Batavia—On demand	nom.
On Saigon—On demand	nom.
On Bangkok—On demand	8 1/2
Sovereign, Bank's Buying rate	7.65 m
Gold Leaf 100 fine per tael	44.8
San Silver per oz.	3 1/2
	Per cent.
Hongkong—10 cent piece	103 Premium
Hongkong—20	100 Discount
London—10	19 1/2
London—15	—